

CEDAR CITY AUTOMOTIVE REPAIR SHOP  
(Cedar City WCF Shop)  
820 North Main Street  
Cedar City  
Iron  
Utah

HABS UT-139  
*UT-139*

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY  
National Park Service  
U.S. Department of the Interior  
1849 C Street NW  
Washington, DC 20240-0001

HISTORIC AMERICAN BUILDINGS SURVEY  
CEDAR CITY AUTOMOTIVE CENTRAL REPAIR SHOP  
(CCC Central Automotive Repair Shop)

HABS No. UT-139

Location: 820 North Main Street, Cedar City, Iron County, Utah.  
UTM Zone 12, Easting 318227, Northing 4173633 (NW corner); Easting 318226, Northing 4173534 (SW corner); Easting 318433, Northing 4173532 (SE corner); Easting 318434, Northing 4173631 (NE corner).

Present Owner/Occupant: United States Department of Agriculture (USDA) Forest Service, Dixie National Forest.

Present Use: Working Capital Fund (WCF) Repair Shop, Dixie National Forest storage, Bureau of Land Management (BLM) Wild Horse and Burro Program corrals and storage.

Significance: This site was one of four central repair shops established by the federal government in the intermountain region of the western United States to service vehicles and machinery used by the Civilian Conservation Corps (CCC). The mixture of simplified Modernistic and Craftsman styles reflect a transitional period of architectural design by Forest Service regional architects and engineers in the late 1930s. As well, the truss roof design of the two primary resources is unique when compared to other Forest Service buildings of the era. The Cedar City site is one of the few tangible reminders of the infrastructure developed to house and serve the CCC program: the other three repair shops have been demolished or significantly altered, as have most of the CCC camps in the region.

NARRATIVE OVERVIEW

The Cedar City Automotive Central Repair Shop was designed and constructed under the supervision of the USDA Forest Service in 1939. In the ensuing years, improvements were made to the existing buildings and new buildings and structures were added to accommodate the changing needs of the site users. To document both site development and the numerous resources (both historic and non-historic), this report begins with a narrative overview of the site's history, followed by three HABS outline-format and two

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short-format reports for the five extant historic buildings and structures (HABS Nos. UT-139-A through UT-139-E).

A. Public Lands, Federal Agencies, and the CCC in the Cedar City Region

Cedar City is located in the semi-arid Great Basin desert of south-central Utah at an elevation of 5,800 feet. The Cedar Mountains rise immediately to the east, backed by the high, forested plateaus that extend across central Utah. Smaller, forested mountain ranges are scattered to the west, isolated by the sagebrush and pinyon-juniper drylands of the Great Basin. Mormon settlers first came to the Cedar City area in 1851 to exploit its natural iron deposits, and a permanent settlement was founded at the mouth of Coal Creek, on the site of the present town, in 1855. The region's economy has relied on a combination of resource extraction (iron, coal, other mineral resources, and forest products) and agrarian industries (farming and ranching) on both public and private lands through the present day.

Large tracts of public land surround Cedar City, and the mountains, deserts, and spectacular canyons of the area have historically been managed by the federal government and its departments, bureaus, and agencies.<sup>1</sup> Chief among these is the Dixie National Forest (DNF). Established in 1905 by presidential proclamation and enlarged in 1908, it first comprised widely scattered, forested mountains and plateaus in Utah and Arizona, with the Forest Supervisor's Office in St. George, Utah. A series of boundary adjustments, forest reorganizations and consolidations changed the shape of the forest through the years. In 1919, the Sevier National Forest was dissolved and its west division was merged with the Dixie, including the land in Iron County around Cedar City. At about this time, the Supervisor's Office was moved from St. George to Cedar City to allow for more centralized administration.<sup>2</sup> In 1944, the Dixie and Powell National Forests were consolidated, creating the Dixie National Forest largely as it is today. After heated dispute, Cedar City was retained as the Supervisor's Office for the new forest because by that time it was the most central and sizable city among the Dixie's scattered districts.<sup>3</sup> Historically the Dixie has been administered as part of Region 4, the Intermountain Region of the Forest Service, which encompasses Utah, Nevada, south and central Idaho, western Wyoming, and a small section of southwestern Colorado. In the 1930s, there were a total of 23 national forests in the region.

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<sup>1</sup> As of 1998, 57% of the land in Iron County was owned by the federal government. See Janet Burton Seegmiller, A History of Iron County: Community Above Self (Cedar City, UT: Iron County Commission, 1998), p. 301.

<sup>2</sup> Wayne K. Hinton, The Dixie National Forest: Managing an Alpine Forest in an Arid Setting (Cedar City, UT: USDA Forest Service, Dixie National Forest, 1987), p. 96.

<sup>3</sup> *Ibid.*, p. 123.

Cedar City is also historically linked to the national parks that were established in the early decades of the twentieth century in the canyon country to the east and south. These include Grand Canyon (1908), Zion (1909), and Bryce Canyon (1923) National Parks and Cedar Breaks National Monument (1933), which is immediately east of Cedar City. The parks were remote and travel was difficult until 1923, when the Union Pacific railroad opened a spur line to Cedar City as part of its burgeoning efforts to promote tourism and develop tourism infrastructure in the 1920s and 1930s. Cedar City was promoted as the “Gateway to the Parks,” and tourists arriving by train could embark from Cedar City on a motorbus loop tour of the parks, staying in lodges and using other facilities constructed the Utah Parks Company, a subsidiary of Union Pacific.

The creation of national forests and parks on public lands was the culmination of a shift in the federal government’s management of lands in the western United States. Prior to the 1890s, homesteading, mining, and settlement were the primary goals for these vast tracts of empty land, but with the rise of the conservation movement in the late nineteenth century, the government began retaining control of the remaining lands by withdrawing them from sale and managing them on behalf of the public for their natural resource value. In the early twentieth century, public lands that were not withdrawn from settlement to form the national forests and parks remained under the administration of the General Land Office (GLO), which focused increasingly on land management and leasing rather than land sales. The U.S. Congress passed various acts to manage activities on these lands, including the Mineral Leasing Act of 1920 and the Taylor Grazing Act of 1934. The latter established the U.S. Grazing Service to manage public rangelands, including the extensive arid lands around Cedar City. In 1946, the Grazing Service and the GLO were combined under the Department of the Interior to form the Bureau of Land Management (BLM), which became responsible for administering the remaining federally owned lands.

The economic depression of the 1930s forced a profound re-evaluation of the role of the federal government, including its management of the country’s natural resources. The causes of the depression were complex, but the effects were compounded by the decade-long drought that affected the Great Plains and Intermountain West. In turn, the effects of the drought were exacerbated by a history of poor land management practices in the semi-arid and arid regions of the United States. The stabilization, restoration, and improvement of natural resources in these areas became one of the cornerstones of President Franklin Roosevelt’s New Deal, a comprehensive suite of short-term economic recovery and reform programs.

Roosevelt took office in 1933 and immediately presented Emergency Conservation Work (ECW) legislation to Congress:



...I propose to create a civilian conservation corps to be used in simple work, not interfering with normal employment, and confining itself to forestry, the prevention of soil erosion, flood control and similar projects. I call your attention to the fact that this type of work is of definite, practical value, not only through the prevention of great present financial loss, but also as a means of creating future national wealth.<sup>4</sup>

The legislation was swiftly passed into law and Roosevelt issued an executive order establishing ECW as an organization on April 5; it immediately became known as the Civilian Conservation Corps (CCC). An advisory council comprising representatives from the Departments of Labor, War, Agriculture, and Interior oversaw the CCC. The Department of Labor supervised the selection of enrollees for the CCC camps while the Department of War oversaw physical conditioning, transportation, camp construction and administration, and supplies. The Departments of Agriculture and Interior planned and conducted the CCC work projects on national, state, and private forests and parks, respectively. The CCC reflected the Army both organizationally and geographically because of the War Department's role in logistical administration and support, with the camps divided into regions mirroring the nine corps areas of the Army. Forest Service Regions 4 (Intermountain), 5 (California), and 6 (Pacific Northwest) were administered by the Ninth Corps Area.

To direct the council, Roosevelt appointed Robert Fechner, granting him complete authority over the affairs of the CCC. Although he received only an elementary school education, Fechner (1876-1939) became a labor union leader and vice president of the International Association of Machinists (IAM), with "a reputation for fairness, tact, and patience in all his dealings."<sup>5</sup> Some insight into his character is provided by Conrad Wirth, supervisor of the CCC program for the National Park Service (NPS) and later Director of the NPS.

[Fechner] knew little about conservation, but he was a good organizer and administrator... He was considerate and respected the opinions of others and their right to analyze his policies and offer constructive suggestions...

Yet Fechner could and did make firm decisions on the spot, and he made them stick. I remember a CCC Advisory Council meeting in which a special problem was brought up by the War Department...

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<sup>4</sup> U.S., President, Message to Congress, "Unemployment Relief" (21 March 1933), in The American Presidency Project eds. John T. Woolley and Gerhard Peters (online at [www.presidency.ucsb.edu/ws/?pid=14596](http://www.presidency.ucsb.edu/ws/?pid=14596)).

<sup>5</sup> Conrad L. Wirth, Parks, Politics, and the People (Norman, OK: University of Oklahoma Press, 1980), p. 80.

After a few opening remarks and some reports, Fechner started calling on us around the table, as was his custom, so that each representative of a department could have his say.

When his turn came, the army representative expounded his problem, which had to do with the army establishing an equipment pool for all CCC equipment and moving it into various compounds and forts for repairs. The general got very excited about it. He spoke loudly, pounded the table, grabbed papers from his staff sitting behind him, and flung them on the table. He concluded by again bringing his fist down on the table and saying, "Mr. Fechner, you have got to do this! It's absolutely necessary!" He then stopped and looked at the director. Bob Fechner... looked at the general and said, "Is that all, General?" The general said, "Yes," and slammed the table again. Bob Fechner replied, "I ain't gonna do it!"<sup>6</sup>

This passage reveals more about the incipient struggle for control of the CCC between the director and the co-operating agencies of the Advisory Council, particularly the War Department, than it does Fechner's attitude toward the centralization of CCC operations, including facilities for automotive repairs. The issue came to a head in mid-1938, when Fechner sent a letter to the President requesting confirmation that "final authority for all CCC matters lay with the director."

Once he had received presidential confirmation of his authority, Fechner embarked on the most ambitious centralization plan of all, again in the teeth of the strongest opposition from the co-operating services. The CCC used a vast amount of motorized equipment in the course of its extensive operations, the responsibility for repair and maintenance of which had always lain with the co-operating agencies. In 1939 Fechner decided to alter this policy, proposing to set up a huge chain of central machine repair shops directly under his control. All repairs of CCC machinery would henceforth have to be carried out there, and the director's office, not the technical services or Army, would hire and pay the mechanics and other employees. Immediately there was a storm of protest... directed at both the plan itself and at Fechner's decision to implement it without consulting the Advisory Council. The secretary of agriculture insisted that it be held in abeyance...<sup>7</sup>

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<sup>6</sup> Ibid., p. 80-81.

<sup>7</sup> John A. Salmond, The Civilian Conservation Corps, 1933-1942: A New Deal Case Study, (Durham, NC: Duke University Press, 1967), pp. 174-75.

A committee appointed by Roosevelt to investigate the efficiency and economy of the central repair shop plan ruled in its favor and recommended early adoption. “The plan was implemented almost immediately, a signal triumph for Fechner’s centralization policies. It was also his last official act.”<sup>8</sup> Fechner died in December 1939 after a long illness, but his replacement, CCC Assistant Director James J. McEntee, was an even more zealous advocate for centralization.

McEntee (1884-1957), a New Jersey native, was a close friend of Fechner’s and had been a fellow IAM leader. McEntee persevered with both Fechner’s centralization plans and his attempts to arrogate even greater control to the CCC director. Described as bluff and stubborn, McEntee’s leadership style increased tensions and exacerbated difficulties within the CCC administration.<sup>9</sup>

The central automotive repair shops became emblematic of the changes in the CCC at the end of the 1930s. “Fechner’s centralization schemes may well have brought increased efficiency, but they did so at the expense of morale. Extended by McEntee, they contributed to the decline of the Corps after 1940.”<sup>10</sup> And although the eventual termination of the CCC resulted from multiple and complex factors, in retrospect, the automotive repair shops were seen by some as a herald of the CCC’s demise.

B. The Design and Construction of the Cedar City Automotive Central Repair Shop, 1939-1942

Within the Forest Service, the need for centralized repair facilities for the forests in general and the CCC in particular had been long been recognized, and planning for automotive central repair shops had begun in 1938 or earlier. The Washington office published a book of acceptable building plans for its administrative buildings that included a section on shops and service buildings.<sup>11</sup> Five of the plans were for CCC central repair shops, including a design for Region 4 that is nearly identical to the shop that would be built at Cedar City. It is unclear if any of the other designs had yet been constructed; if so, they represented Fechner’s earliest centralization efforts.

Advanced planning and construction of the automotive central repair shops began in earnest in late 1938, immediately after the President reaffirmed Fechner’s authority over the CCC. On February 7, 1939, the Intermountain Regional Forester directed a memorandum to the supervisors of the Dixie, Boise, and Toiyabe National Forests stating that, “The Chief of the Forest Service has finally

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<sup>8</sup> Ibid., p. 176.

<sup>9</sup> Ibid., p. 179.

<sup>10</sup> Ibid., p. 177.

<sup>11</sup> USDA Forest Service Division of Engineering, Acceptable Plans, Forest Service Administrative Buildings (Washington, DC: USDA Forest Service, 1938), Section F.

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agreed to proceed with Mr. Fechner's plan for establishing central repair shops for the maintenance of all CCC equipment." He directed the supervisors to acquire land for the shops through donation but assured them that "construction and operation of the central repair shop will be handled direct from the Regional Office so will not require much of your time or attention after the acquisition of the site is accomplished."<sup>12</sup>

In a very short time, the Intermountain Region established central repair shops in Salt Lake City and Cedar City, Utah; Boise, Idaho; and Reno, Nevada. These repair shops were located roughly at the four corners of the region and serviced vehicles used by the Forest Service, National Park Service, Division of Grazing, and Soil Conservation Service CCC camps. These camps were numerous: on the Region 4 forests alone, there were 38 camps in 1937.<sup>13</sup> In that year, the region was "carrying 12 percent of the CCC work load on all United States national forests, and 8 percent of all CCC forestry-related work."<sup>14</sup>

The Cedar City shop was responsible for vehicles and heavy machinery in the central and southern parts of Utah and Nevada, and the first shop superintendent reported that it would serve 14 CCC camps.<sup>15</sup> It is unclear which camps, but when the shop was completed in 1939 there were a total of 11 active CCC camps in southwestern Utah alone that would have logically been served by Cedar City: three Forest Service camps, one Soil Conservation camp, six Division of Grazing camps, and one National Park Service camp.<sup>16</sup> In Nevada, there were three camps in the Las Vegas area and three camps in the east-central part of the state within logical proximity to Cedar City in 1938.<sup>17</sup>

Since 1933 the Dixie National Forest had maintained small warehouses and storage buildings on a lot leased from (and, three years later, donated by) Cedar City at 600 North Main Street. New land was required for the CCC repair shop, and on February 11, 1939, Cedar City donated 5.18 acres to the United States Government via mayor's deed; this deed was affirmed by resolution of the city council on March 16.<sup>18</sup> The new site was located at 820 North Main Street (then U. S. Highway 91), about 800 feet north of the old warehouse site. The land was largely vacant, but the lot extended into the north end of a racetrack on the

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<sup>12</sup> USDA Forest Service, Dixie National Forest archives.

<sup>13</sup> Richa Wilson, Within a Day's Ride: Forest Service Administrative Sites in Region 4, 1891-1960 (Ogden, UT: USDA Forest Service Intermountain Region, 2004), p. 32.

<sup>14</sup> Alison T. Otis et al., The Forest Service and the Civilian Conservation Corps: 1933-1942 (Washington, DC: USDA Forest Service, 1986), p. 35.

<sup>15</sup> *Iron County Record*, 22 August 1940.

<sup>16</sup> Kenneth W. Baldrige, "Nine Years of Achievement: the CCC in Utah" (Ph.D. diss., Brigham Young University, May 1971), pp. 372-73.

<sup>17</sup> Stan Cohen, The Tree Army: A Pictorial History of the Civilian Conservation Corps, 1933-1942 (Missoula, MT: Pictorial Histories Publishing Co., 1980), p. 25.

<sup>18</sup> It was later determined that, based on the legal description of the property, the actual lot size was 5.42 acres (USDA Forest Service, Dixie National Forest archives, 5420 Purchases and Donations files).

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adjacent American Legion rodeo grounds. The legionnaires of Cedar Post No. 74 relinquished their lease on this portion of the land via quit claim deed and relocated the racetrack. After the title was cleared, L. F. Kneipp, Acting Chief of the Forest Service, accepted the donation on behalf of the United States on July 26, 1939.

While the Army was responsible for CCC camp construction, the national forests and parks were responsible for creating and designing all projects conducted by the CCC, ranging from trails and roads to bridges and buildings. In Region 4, the Forest Service Engineering division in Ogden, Utah, conducted all of the design work, including that for the automotive central repair shops. Initial site plans indicated that three buildings were slated for immediate construction: the Automotive Repair Shop, Utility Building and Gasoline and Oil House. Up to four more per site were planned for the future.

Designers were usually listed on the site and building plans, but often only by initials. Arval L. Anderson was the Regional Engineer from 1939 to 1959, thus all work was conducted under his supervision. George L. Nichols designed the Gasoline and Oil House while Harry W. Caughlin designed Utility Building "B." Calvin Spaun prepared the design for the Automotive Repair Shop. Drawings were usually checked and approved by Anderson, Nichols (Architectural Engineer, Region 4), and George E. Kreizenbeck (Construction Supervisor).

The unifying hand behind the site plans and building designs was George Lee Nichols (1896-1972), a Utah native. Nichols was hired by Region 4 as a draftsman in 1924 and was promoted to chief draftsman later in the year. He most likely prepared much of the *Building Construction Manual*, published in 1933 by Region 4 and expanded in 1935. "This text included guidance on site selection and building placement, standard plans with materials lists and paint specifications, building codes, and landscaping, as well as information regarding CCC labor."<sup>19</sup> In the 1930s, Nichols was appointed Architectural Engineer and retained this position during the time the repair shops were designed and constructed. "During World War II he was assigned by the Navy to co-design the Pocatello, Idaho, Gun Plant and by the Army as top civilian in charge of buildings and structures in the 9<sup>th</sup> Service Command."<sup>20</sup> Ultimately stationed in Pocatello, Idaho, where he worked eight to twelve hour days, seven days per week, Nichols was released from the Army on January 31, 1944, and returned immediately to the Forest Service in Ogden. He suffered a series of heart attacks in July of that year and did not return to work until early 1945.<sup>21</sup> In 1946, Nichols was appointed the first Regional Architect of Region 4. Upon his retirement in 1956, he had

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<sup>19</sup> Kathryn Burnside, George Lee Nichols: Regional Architect, Region 4 (Ogden, UT: USDA Forest Service, Intermountain Region, 2006), p. 11.

<sup>20</sup> George Lee Nichols Collection, MS 78 (Special Collections, Stewart Library, Weber State University, Ogden, Utah), newspaper clipping of obituary dated 1972.

<sup>21</sup> Ibid., Box 3, Folders 3-5 (journals from 1943-45).

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“developed an architectural identity for the region by designing many, if not all, of its standard plans in the 1930s and 1940s.”<sup>22</sup>

Nichols’ journal from 1939 provides insight into the imperative nature of the central repair shop scheme and the collaborative effort that produced the designs in the spring and summer of that year. The first mention of the repair shops was on February 13, when Nichols wrote a letter to the Forest Service Washington Office asking questions about the repair shops and also petitioning for the transfer of Caughlin from Region 1 to Region 4, presumably to assist in the coming work.<sup>23</sup> Stewart Udell, a draftsman and surveyor for Region 4, was dispatched to Cedar City with instructions for the preparation of a site map in late February or early March. On March 18, Nichols assigned “Sewage Disposal plans and computations to Mr. Sheeley of Engineering” and “Truss Details and Load Studies to Mr. [Harold F.] Horschel of Engineering.” Nichols also traveled to Salt Lake City on March 21 to meet with the State Road Commission, which had purchased the land immediately to the north of the Cedar City site, “to secure their plot plan of their proposed shop set-up adjoining ours” and thus coordinate the site designs.

Specifications for the buildings were well underway by March 28, when Nichols “gave supervision to Sheeley, Horschel, Ralph, Johnson, and Spahn [*sic*].” Kreizenbeck and Winfred W. Blakeslee, an engineer and administrator in Region 4, were also consulted numerous times during the design process. The repair shops were the top priority at the region, as Nichols was required to explain to forest supervisors wanting action on other projects, and the engineering staff was under “considerable pressure” to complete the plans, often working through the weekends. But by April 8, Nichols was able to write a letter to the Chief of the Forest Service “describing proposed plans for each individual building of all four Central Repair Shop sites.” Specification work continued through the month, and Nichols met with “Mr. Thomas” of Crane Co. (a local mechanical engineering firm) to devise heating and plumbing plans for the shops.

On April 13, Nichols sent the four relevant forest supervisors copies of a notice to contractors advertising the repair shop construction project. In Cedar City, this resulted in an April 20 article in the local newspaper, *Iron County Record*, which reported that plans and specifications for the central repair shop were nearly complete and that the “Supply Office of the National Forest Service at Ogden” would soon solicit bids for construction from at least six local contractors.

The tentative plans indicate that contracts will be let for the construction of four buildings, a central heating plant, and a

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<sup>22</sup> Wilson, *Within a Day’s Ride*, p. 117.

<sup>23</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21). Informal discussions about the central repair shops probably occurred in 1938 but Nichols’ 1939 journal is the earliest in the collection.

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sewage system. The main building is to be 61 feet by 150 feet, built of reinforced concrete for floor and walls, metal sash, steel roof trusses, with cotton fabric insulation and canvas roofing, the cotton fabric and canvas to be furnished by the government.

The related secondary buildings include a utility building 32 by 80 feet, a gas and oil house 20 by 24 feet, and an office 32 by 40 feet. These will be of the same construction as the main building, except for concrete and wood construction for the floor and walls.<sup>24</sup>

Final standard building plans were developed for all four repair shop sites in Region 4, with minor variations (e.g., building locations, building reversals, heating systems) indicated on the drawings to accommodate site topography and the locally available heating fuel. Plans for Utility Building “B” (R4 Plan 39LL) were approved on April 27 (Supplemental Material, Figures 9 and 10). A Cedar City site plan with details of the proposed water and sewage systems was approved April 28, followed by an improvement plan for the site (including a plan and elevation of the concrete retaining wall) on May 1 (Supplemental Material, Figures 1 and 2).<sup>25</sup> The improvement plan differed from the newspaper account in the number and dimensions of proposed buildings, noting that only three buildings were slated for immediate construction (Automotive Repair Shop, Utility Building and Gasoline and Oil House) but that up to four more were planned for the future. The drawings for the Gasoline and Oil House (R4 Plan 95), a Region 4 standard plan created in 1935, already existed (Supplemental Material, Figure 11) while the Automotive Repair Shop drawings (R4 Plan 39CAA) were approved on May 1-2 (Supplemental Material, Figures 3 and 4). On about May 2, specifications and bid forms for the Cedar City and Reno shops were finished and assembled for mailing, and approximately 60 copies of plans and specifications were sent to contractors for each site.<sup>26</sup> Plans for Salt Lake City and Boise were sent shortly thereafter. On May 13, Nichols “met with Mr. Pitts and Mr. Drummond, representatives of the Director’s Office, CCC, regarding all shop plans – they were generally pleased with them.”

Interestingly, the design for the Automotive Repair Shop was not the same design for a Region 4 CCC repair shop that was printed in the Forest Service’s 1938 “Acceptable Plans” book. Spaun’s far more distinguished design incorporated the office and heating plant within the main body of the shop, resulting in a rectangular building with no service wing. Spaun also added a monumental

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<sup>24</sup> *Iron County Record*, 20 April 1939.

<sup>25</sup> Undated revisions may have been made to the April 28 site plan, as the Automotive Repair Shop plan is the version published in 1938 and re-proposed on final drawings dated July 7, 1939, not Calvin Spaun’s alternative design proposed at the beginning of May. Alternatively, Spaun’s design may never have been seriously considered for use at the site.

<sup>26</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21), 1 May 1939.

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entrance bay, parapets, and Art Deco details, and these were faithfully echoed in the design of the Utility Building.

Prior to 1939, most new construction on the Region 4 forests was on a residential scale. The regional engineers and architects mainly designed small administrative sites and buildings for use by Forest Service personnel, often in remote locations. Buildings and structures included fire lookouts, dwellings, small offices, and associated outbuildings like barns, garages, privies, storage sheds, and blacksmith shops. The simple, vernacular buildings sometimes had Colonial or Craftsman details and typically featured concrete foundations, wood frame construction, wood siding, gable roofs, and multi-paned wood windows meant to harmonize with the landscape.

The four central repair shops were the first large, industrial-type structures in urban settings designed by Region 4, and the use of Modernistic design elements and modern materials represented a departure from the more traditional building forms and materials of the preceding years. Designs for the Automotive Repair Shop and the Utility Building were certainly influenced not only by the required size and use of the buildings but by current design trends for both public buildings and industrial structures. In fact, a contemporary Forest Service publication written by W. Ellis Groben, Consulting Architect in the Washington Office, exhorted, “Major Repair Shops, located usually in cities or towns... should be designed after the fashion of the modern commercial shop and in accordance with the best engineering practice.”<sup>27</sup> Mere pragmatism probably dictated the use of a pre-existing traditional Region 4 plan for the simple Gasoline and Oil House. However, the fortunate combination of the two modern buildings with the traditional building captures a transitional period in the designs of Forest Service regional architects and engineers in the late 1930s as the agency continued to expand and seek a coherent architectural identity.

Cedar City bids were opened on May 16, but these were “considerably higher than bids on similar jobs throughout the western states” and no contract was let. Instead, the local newspaper reported that “the plans and bids were forwarded to the Washington office of the National Forest Service, where additional funds will be made available or the plans changed to make it possible to complete the job with the funds now available.”<sup>28</sup>

In his journal, Nichols first mentions plan revisions on June 15; these were being made by Spaun, Lloyd C. McDonald, Jr., and a Mr. N. Pidgeon, who seems to have been responsible for the bulk of the work.<sup>29</sup> The greatest modifications were

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<sup>27</sup> W. Ellis Groben, Principles of Architectural Planning for Forest Service Administrative Improvements (Washington, DC: USDA Forest Service, Engineering Division, 1938), p. 57.

<sup>28</sup> *Iron County Record*, 1 June 1939.

<sup>29</sup> McDonald was hired on June 16, 1939, as a Junior Engineering Draftsman to work on revising shop plans. Nichols listed his home address as 390 South 4<sup>th</sup> West, Logan, Utah [George Lee Nichols



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made to the Automotive Repair Shop, and these were apparently effected by discarding Spaun's alternative design and reverting to the Region 4 CCC Central Repair Shop plan as printed in 1938.<sup>30</sup> (The Utility Building was modified in a similar manner, but no revised drawings have been located. The Gasoline and Oil House was built largely as designed.)<sup>31</sup> On June 28, Region 4 was visited by none other than Ellis Groben, whom Nichols escorted around the region for about ten days to visit and discuss various project sites in Utah and Idaho, including the Salt Lake City repair shop site. Nichols and Groben spent at least two days revising and finalizing the shop plans together.<sup>32</sup> While no designer was listed on the final drawings, Groben approved them on July 6-7 before he returned to Washington; Pidgeon and Nichols also approved and signed them (Supplemental Material, Figures 5-8).

By the end of July, with these economizing measures in place,

...it was announced that the shops would be erected on force account. Wm. Wood [*sic*], Engineer from the regional office at Ogden, was sent to Cedar City to run levels on the ground, etc., and grading and clearing has been started.

George Kreizenbeck, in charge of the repair shops in this region, will arrive today or tomorrow to prepare for actual construction work. It is understood that a local builder will be selected to supervise the job, and that all local labor will be used if it is available. The project calls for the construction of several building of various types, all of which must be completed within ninety days.<sup>33</sup>

Kreizenbeck worked for the Forest Service from 1922 until 1965, beginning as a seasonal employee on the old Payette National Forest in Idaho and ending as Forest Engineer on the Boise National Forest, the first person to hold such a position in the Forest Service. In the 1930s he supervised the CCC camps on the

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Collection, MS 78 (Box 2, Folder 21), 16 June 1939]. Pidgeon may have been sent to Region 4 from the Washington Office specifically to make plan revisions – he and Nichols worked closely together on the shop plans through the month of June, but there is no other mention of him in the journal.

<sup>30</sup> USDA Forest Service Division of Engineering, Acceptable Plans, Section F.

<sup>31</sup> For the Gasoline and Oil House, the difference in dimensions as reported (20' x 24') and as designed and built (14' x 16') may indicate that a different design was initially proposed, perhaps more stylistically similar to the other buildings, but no drawings have been located.

<sup>32</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21), 27 June - 6 July 1939.

<sup>33</sup> *Iron County Record*, 27 July 1939. Francis W. "Bill" Woods was employed by the Forest Service as a draftsman by 1924 and was promoted to Associate Civil Engineer in January 1937. He retired in 1958 (USDA Forest Service, Region 4 files).

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Payette and in 1939 was transferred to Ogden to supervise the construction of the four CCC central repair shops in Region 4.<sup>34</sup>

On July 29, both Kreizenbeck and Nichols traveled to Cedar City, meeting with Woods to “[straighten] out problems of site surveys” and returning the following day.<sup>35</sup> Efforts to find a local contractor failed and the Forest Service chose to construct the three buildings using force account labor (i.e., Forest Service construction and maintenance employees). On August 3, the *Iron County Record* noted that efforts to find a local contractor to act as construction supervisor had also failed. It is assumed that Forest Service personnel purchased locally available materials when possible, with the exception of unusual elements like the roof trusses for the Automotive Repair Shop and Utility Building.<sup>36</sup>

Construction of all four shops was well underway by the end of September. A punch list of “Shop Jobs requiring action” in Nichols’ journal reveals that Region 4 was awaiting final approval of the heating plans from the Washington Office and wiring data from Region 9. Revisions to the Utility Building drawings were also itemized, including changes to doors and windows and to the roof trusses at the gable ends. The latter necessitated changes to the cornices and stucco details as well.<sup>37</sup> Nichols visited the Cedar City site in the winter of 1939-1940 and photographed the completed buildings (Supplemental Material, Figures 15-18).

In addition to the four repair shops in Region 4, it remains unclear how many other CCC central repair shops were built across the country and by which agencies. The Forest Service’s “Acceptable Building Plans” book included designs for CCC central repair shops in New Brunswick, New Jersey (Region 7), Rolla, Missouri, and Grand Rapids, Minnesota (Region 9).<sup>38</sup> Nichols mentioned sending copies of the plans and material lists to Forest Service Regions 2, 6, and 9, particularly the Regional Foresters in Portland and Milwaukee, as well as the Soil Conservation Service.<sup>39</sup> An informal review of cultural resource studies of historic administrative sites in parts or all of Regions 1, 2, 5, and 6 did not turn up any CCC central repair shops that remain under the purview of the Forest Service,

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<sup>34</sup> George E. Kreizenbeck, Statement prepared for the History Archives of the Boise National Forest, December 1975.

<sup>35</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21), 29-30 July 1939.

<sup>36</sup> Nichols’ journal mentions two memoranda written on September 2, 1939, to Sierra Mill and Lumber Co. of Sacramento regarding tracings for a door and door frame and to “Burton” regarding wheel guards. Both memos likely refer to the sliding wooden door on the south side of the south wing of the Automotive Repair Shop that provided access to the boiler room, an unusual door that would have required custom design and manufacture. The undated and unattributed drawings in the USDA Forest Service Region 4 files, “Door Elevation & Cast Iron Bolted Wheel Guard Detail,” were probably prepared at this time.

<sup>37</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21), 25 September 1939.

<sup>38</sup> USDA Forest Service Division of Engineering, Acceptable Plans, Section F.

<sup>39</sup> George Lee Nichols Collection, MS 78 (Box 2, Folder 21), 21 and 27 July, 7 August, and 22 September 1939.

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but the subject warrants more extensive cross-agency research.

Despite the push to design and construct the Cedar City shop, the three buildings sat empty for a year.<sup>40</sup> In March 1940, the frustrated Associated Civic Clubs of Southern Utah

...requested congressman Abe Murdock and Senator William H. King to use their influence in having the CCC equipment repair shop recently constructed at Cedar City opened and used.

The shop was constructed at a cost of approximately \$30,000 for repairing equipment used by the Civilian Conservation Corps and the forest service. However, it seems that due to a controversy in Washington, D.C. as to which government agency will supervise the shop, the shop has never been put to use...<sup>41</sup>

This controversy was doubtless sparked by the death of Director Fechner in December and a renewed struggle for control of the CCC between McEntee and the Advisory Council. Apparently McEntee won: by mid-May 1940 it was decided to place the repair shops under the control of the CCC rather than the Forest Service. Dixie National Forest Supervisor Blaine Betenson reported that the Cedar City shop was officially turned over to the CCC Director on August 16; it was opened in about mid-September, 1940.<sup>42</sup> Fred M. Petty of Cedar City, a former equipment inspector for the Forest Service in Utah and Nevada, was appointed shop superintendent.<sup>43</sup> Petty soon reported that the shop would serve 14 CCC camps in southern Utah and Nevada. Additionally,

Bids for the furnishing of the required tools have been advertised and contracts will be let in San Francisco [presumably at the Ninth Corps Area headquarters]... [O]ne civilian mechanic will be employed for each of the fourteen CCC camps to be served by the local shop, and... each mechanic will have two helpers, recruited from the enrollees of the various camps. In addition there will be two senior mechanics, Geo. Naegle and Jim Lenartz, and a few junior mechanics may also be employed...

L. F. Lamb of Ogden has been employed as chief clerk at the shops and there is a possibility that an assistant clerk will be needed later on.<sup>44</sup>

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<sup>40</sup> *Iron County Record*, 15 August 1940.

<sup>41</sup> *Iron County Record*, 14 March 1940.

<sup>42</sup> *Parowan Times*, 30 August 1940.

<sup>43</sup> *Iron County Record*, 15 August 1940.

<sup>44</sup> *Iron County Record*, 22 August 1940.

The Cedar City shop functioned smoothly for about a year under the CCC but it is unclear how successful this centralized system would have been in the long term. Wirth, admittedly biased as the Department of Interior representative on the Advisory Council, summarized the problems with the shops, which included inefficiency of operations (e.g., towing broken trucks up to 500 miles away for even simple repairs), a diminishment of economic benefit to local communities because local labor and materials were bypassed, and a resultant decrease in goodwill between the communities and the camps. These perceived weaknesses were exacerbated by ongoing hostility between the Director and the Advisory Council:

...What McEntee was trying to do finally became so evident that it was necessary to report to the secretary of the interior the state of the Civilian Conservation Corps as the technical agencies saw it. [The] secretary was informed by memorandum that the morale of the corps had deteriorated and that this condition was definitely the result of an increased number of functions being taken over by the office of the director of the CCC... We stated that... the director's office had extended its activities far beyond its original functions of policy making and coordination: that it was making field inspection of work programs, operating an expanding and excessively costly system of central equipment repair shops, insisting on giving prior approval to all automotive and construction equipment purchases... The report to the secretary further stated that the expanded activities of the office of the CCC director had necessitated an increase of personnel in that office from some seventy-six employees during the fiscal year 1938 to a total of 1,876 positions requested of the Bureau of the Budget for the fiscal year 1942... Besides this increase in personnel there had been additional expenses incurred in connection with the construction of buildings for central repair shops, rental of office space for division offices, travel, and other incidental expenses...<sup>45</sup>

To correct this situation, the Secretaries of Agriculture and Interior had proposed abolishing the office of CCC director, relieving the Department of War of its duties, and placing the CCC completely under the control of Agriculture and Interior (to wit, the Forest Service and the National Park Service).<sup>46</sup> Instead, the worsening international situation and the threat of war brought up the issue of using the CCC camps for military training. It was eventually agreed that the camps were sufficient in introducing young men to military lifestyle and discipline but that no combat training was desirable. However, the Byrnes

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<sup>45</sup> Wirth, Parks, Politics, and the People, p. 140-41.

<sup>46</sup> Ibid., p. 141-42.

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Amendment to the 1940-41 Relief Appropriation measure provided for non-combatant training of enrollees. A training plan was operative by September 1940, and the ramifications were felt at the Cedar City shop soon after. The *Iron County Record* reported on June 26, 1941, that a CCC training camp would be constructed on land leased from the city immediately east of the automotive repair shop for the purpose of training mechanics under the National Defense program, “the training to be conducted in connection with the repair shops.” Plans called for five new buildings but it does not appear that the training camp was ever built.

C. World War II and the Army, 1942-43

The CCC remained popular through its final days but was doomed by its strong association with relief work, viewed as increasingly unnecessary in light of the United States’ entrance into World War II in December 1941, the improving wartime economy, and the need for young men on farms, in industry, and ultimately on the battlefield. The CCC attempted to recast itself as a pre-draft military training camp and a vital contributor to the non-combatant war effort; it also had strong support from the President and the Departments of Labor, Interior, and Agriculture. However, in June 1942 Congress refused to appropriate money for the CCC and it was officially terminated.

The Army had already begun assuming control of the Cedar City shop. In April 1942, Roosevelt ordered that all CCC automotive repair shops be transferred to the Army along with approximately 10,000 pieces of automotive equipment.<sup>47</sup> At Cedar City, the shops were to be operated by the Quartermaster Corps until transfer to the Ninth Corps Area as a district repair shop. The two civilian administrators and ten mechanics were to be retained and the shop used both to repair Army equipment and train soldiers as mechanics.<sup>48</sup> This change in use prompted plans for betterment work at the shop in June 1942, including concrete paving on the approach road from Main Street and around all sides of the Automotive Repair Shop; new footings under a failing portion of the shop’s south wall; reconstruction of a damaged portion of the shop’s east wall; and the installation of a roof and enclosing walls over the shop’s coal dock (Supplemental Material, Figures 12-14, 19, and 20). The betterment plans were prepared by George Nichols of the Forest Service, in his new role as the top civilian in charge of buildings and structures in the Ninth Corps Area.<sup>49</sup>

The Cedar City site was officially transferred by June 25, 1942, and renamed the Ninth Corps Area Motor Repair Shop under the command of First Lieutenant James L. Fitzgerald. (When the War Department re-designated the corps areas as

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<sup>47</sup> *Iron County Record*, 23 April 1942.

<sup>48</sup> *Iron County Record*, 7 May 1942.

<sup>49</sup> In his journal, Nichols mentioned the “main shop settlement problem” and traveled to Cedar City to examine the situation and take levels from December 20-22, 1941.

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numbered service commands in 1943, the shop became known as the Ninth Service Command Motor Repair Shop). By August, 50 men (90% of them local) were employed with a monthly payroll of about \$11,000. Work involved overhauling and repairing old CCC equipment, trucks, tractors, and so forth, which were then delivered to the Army for use in construction work.<sup>50</sup> The *Iron County Record* reported on October 8 that extensive repairs and remodeling were underway at the shops and that local contractor George A. Wood was awarded the work.<sup>51</sup> This probably refers to the betterment plans developed by Nichols in June, although additional work may also have occurred.

Since September 1942, however, rumors had circulated that the Army planned to close the shop.<sup>52</sup> Presumably the Army intended to use the site only until all regional CCC equipment had been overhauled, and the distance of Cedar City from any theater of war did not justify its continued operation. The Army quelled these rumors, but on November 5, 1943, a memorandum from the Grazing Service Regional Engineer in Salt Lake City to the Cedar City District Grazier stated that they had accepted transfer of the “Cedar City Central Repair Shop.”

The Division Engineer indicated that we could take possession at once. They are giving notice to Colonel Walthen that the shop has been turned over to us as of November 4. I shall be in Cedar City on or about November 12, at which time we shall discuss arrangements to permit the Forest Service to use the four east bays of the shop.<sup>53</sup>

The agreement to share the shop was based upon the understanding that the Forest Service owned the land upon which the shop was built and that if the Grazing Service agreed to share the shop and provide open storage on site, the Forest Service would deed the land to the Grazing Service. Then ensued a misunderstanding that would not be resolved until 1979. The Regional Grazier wrote to the Regional Forester:

I now find that the Forest Service did not own the land; it belongs to the City of Cedar City and was obtained under a rental agreement. The warehouse was transferred to the Army Engineers, and they had full authority to transfer this warehouse to the

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<sup>50</sup> *Iron County Record*, 25 June and 6 August 1942.

<sup>51</sup> Incidentally, Wood was likely a descendant of George Lamar Wood (1822-1908) who erected a log cabin in the Cedar City area in 1851. Wood's cabin was moved to the city park at 432 North Main Street and placed under a shelter in 1928, and was documented by HABS in 1940 (HABS No. UT-4). Wood would have passed it each day on his way to work at the repair shop.

<sup>52</sup> *Iron County Record*, 17 September and 8 October 1942.

<sup>53</sup> Memorandum from O. E. Gianni to District Grazier, Cedar City Utah, 5 November 1943, USDA Forest Service, Dixie National Forest files.

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Grazing Service upon justification of our need without any condition whatever surrounding this transfer.<sup>54</sup>

The Forest Service failed to clarify that Cedar City had deeded the site to the United States in 1939 and that the Forest Service had effected the land donation, building design, construction, and improvements. The Regional Grazier offered storage space in the building and on the lot but without any binding agreement, but it appears that the Forest Service relinquished any claim to or use of the lot for several decades. A portfolio of "Improvement Plans" on the Dixie National Forest bears a note on the "CCC Shops" divider: "These buildings transferred to Bureau of Land Management - Grazing Dept., by Army Engineers - 1946 - G. L. N." George Nichols wrote the note; the year may refer to the date of his note or to the date of final transfer and/or abandonment by the Forest Service.

D. Bureau of Land Management and Site Stability, 1943-1972

In 1946, the Grazing Service and the GLO were merged under the Department of the Interior to form the BLM. By 1946, the BLM had assumed sole responsibility and use of the Cedar City repair shop, which became known as either the BLM Yard or, more formally, the Cedar City Administrative Site by the early 1960s. The Dixie National Forest, the headquarters of which had been relocated to Cedar City in 1944, continued to use its old warehouse site at 600 North Main Street, which was functioning as a clearinghouse for equipment and was extensively in use in about 1953.<sup>55</sup> The Dixie soon outgrew the narrow site and in 1960 began planning for a new warehouse site due west, by the Municipal Airport on County Road 60, that was completed in 1963. In the same year, the Dixie supervisor's office was moved into a newly completed office building on South Main Street leased from the U. S. General Services Administration (GSA). The warehouse site at 600 North Main Street was retained to house the Working Capital Fund (WCF) mechanic shop.<sup>56</sup>

The WCF was established under the Department of Agriculture Organic Act of 1956 to furnish supply and equipment services in support of Forest Service programs, to include buildings and improvements as well as automobiles and equipment. The Forest Service established repair shops to service WCF vehicles, including one at the old Cedar City warehouse site that was administered from Salt Lake City. Dale Peterson, a heavy equipment mechanic, was transferred from the Salt Lake City shop to Cedar City in 1963. As he recalls, the Dixie had no vehicle maintenance shop at the time of his arrival, just a roving mechanic based out of Richfield, Utah. Peterson established the WCF shop at the old

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<sup>54</sup> Letter from Charles F. Moore to C. N. Woods, 10 November 1943, USDA Forest Service, Dixie National Forest files.

<sup>55</sup> "Improvement Plans, Dixie, G," portfolio in USDA Forest Service, Dixie National Forest files, located with archaeologist.

<sup>56</sup> *Iron County Record*, 20 and 25 July 1963.

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warehouse site but, after it flooded twice in one summer, the facility was moved in about 1965 to a Quonset hut leased from Gronway R. Parry.<sup>57</sup> The Dixie National Forest then moved to dispose of the old warehouse and in 1965 exchanged the land and improvements for about 10 acres adjoining the new warehouse site by the airport.

Meanwhile, the BLM continued as the primary user of the Automotive Repair Shop site. Undated site inspection photographs from the early 1960s reveal that the agency had not yet made discernible exterior changes to the original buildings. However, a 1963 site map illustrates that the BLM had added a 6' high chain link fence around the perimeter of the property, a 10.6' x 7.3' wood storage building just northeast of the shop, a 27' x 40' steel storage shed in the northeast corner of the site, and a small wood horse shed, corrals, and a weather station in the southeast corner.<sup>58</sup> For the first time, two small "F.H. [fire hose] and hose racks" were noted. Associated improvement plans from 1964 and 1965 indicate that the BLM proposed constructing a district office building on the west end of the lot, relocating the Utility Building to the south side of the shop, and repairing it. The Utility Building was relocated, repaired, and provided with an asphalt approach on the north side prior to August 1965 but the office was never built.

On August 17, 1965, intense thunderstorms dropped about 1.5" of rain in a one to two-hour period and floodwaters from Dry Canyon swept through the Cedar City Administrative Site, flowing over the concrete retaining wall, through the Automotive Repair Shop (rumors were that the east garage door had been left open), around the Gasoline and Oil House, and into the cemetery on the west side of Main Street. The newly relocated Utility Building sat just above the flooded area, as did the newer buildings on the east end of the site. A BLM report stated:

We estimated that 1300 cubic yards of mud and debris were left inside the main BLM shop and yards. Three segments of fence were pushed over. Five vehicles parked inside the building were flooded with water. Several other pieces of equipment including a welder, stoker motor, power saw, and water cooler had to be dried and cleaned to avoid damage to electric motors.<sup>59</sup>

Photographs and captions indicate that the high water line in the shop measured 30" above grade and that at least 12" to 18" of mud was left on the floor

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<sup>57</sup> Parry, with his brothers, had established the Utah-Arizona Transportation Company after World War I and received a franchise to operate concessions in Zion, Bryce, and Grand Canyon National Parks.

<sup>58</sup> All of these buildings and structures remain with the exception of the small wood storage building, also described as a watchman's building, which the BLM transferred to Southern Utah State College (now Southern Utah State University) in 1970. On the site map, the extant buildings are labeled BLM Storage Shed, BLM Horse Shed, and BLM Corrals, respectively.

<sup>59</sup> "Report of Flood," 1 March 1966, Bureau of Land Management, Cedar City Field Office files.



(Supplemental Material, Figures 22 and 23). Debris removal and cleanup were estimated at \$1300.

E. Joint Administration and Gradual Disuse Under the Forest Service and BLM, 1972-2009

In 1972 the Forest Service began seeking a new home for the WCF Shop because of fund reductions and a directive that all Federal agencies share items and sites when feasible. Dale Peterson recalled that, at the time, the BLM had largely abandoned the Automotive Repair Shop in favor of a new site further north on Main Street. A May 19 memorandum from the Dixie Forest Supervisor to the Regional Forester stated that the BLM had given approval for the Forest Service to occupy the shop and a Memorandum of Understanding (MOU) was prepared and signed that granted the east half of the Automotive Repair Shop to the Dixie National Forest for the purpose of maintaining WCF vehicles and equipment assigned to the Dixie. By early 1973, however, the Forest Service had realized that they might still be the legal owners of the site and lengthy wrangling over site jurisdiction ensued. During this period the agencies retained joint use of the shop, with the Forest Service “operating a full time repair shop with two mechanics on duty” and the BLM using their half of the building for vehicle and material storage.<sup>60</sup>

In December 1974 the BLM concluded that “whereas the BLM owns the property on the site and has made use of both the site and property for the past 31 years, the U. S. Forest Service is the owner of record based on a gift deed from the Mayor of Cedar City.”<sup>61</sup> In 1979 a new MOU was prepared in which the Dixie National Forest and the Cedar City District of the BLM agreed to develop an annual operating plan for site use, maintenance and repair, with the Forest Service taking major responsibility for the site and buildings. An associated site plan indicates that the BLM retained the use of its buildings and corrals on the east end of the site and 100% control of the Gasoline and Oil House, that the Utility Building and Automotive Repair Shop were shared jointly, and that parking space was allotted for Forest Service, BLM, and GSA vehicles. In addition, the BLM erected a new metal storage building (the Seed Shed) in about 1980 along the south boundary of the site and sublet some of the space to the Young Adult Conservation Corps (YACC).

During this time, the Forest Service landscaped the area outside of the fence at the west entrance of the shop. Pine trees, grass, and planting beds with concrete borders were installed, as were agency signs for both the “Dixie National Forest Equipment Shop” and the BLM’s “Cedar City District Warehouse” (the district

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<sup>60</sup> Memorandum from Glenn Bradley, Chief of Lands Management, Dixie National Forest, to Regional Forester, 9 January 1974, USDA Forest Service, Region 4 files.

<sup>61</sup> Memorandum from William G. Leavell, Associate State Director, BLM, to State Director, BLM, 6 December 1974, USDA Forest Service, Dixie National Forest files.

was later re-designated a field office). An old horse-drawn road grader was also placed in the landscaped area. Abandoned in the desert and brought to the shop by a Forest Service road crew, it had reputedly been used to make the road through Cedar Canyon.<sup>62</sup> All of these landscaping elements remain in place today.

The Forest Service, BLM, and GSA have continued to share the site and buildings through the present. Efforts to assign one building to each agency never proved successful.<sup>63</sup> A 1987 Facilities Master Plan noted that the Forest Service was responsible for the three original buildings although use of the space was shared: the WCF and GSA used the Automotive Repair Shop for auto repair and maintenance, while the Forest Service road crew used the south wing of the building for office space and a woodworking shop; the Cedar City District of the Dixie used the east half of the Utility Building for a woodworking shop while the BLM used the west half for sign making and carpentry; and both the BLM and Forest Service used the Gasoline and Oil House.

By about 1990, all WCF equipment on the Dixie, Uinta and Fishlake National Forests was serviced by the Cedar City repair shop, which was still shared with GSA under an MOU.<sup>64</sup> At about that time, the BLM abandoned the Utility Building to the Forest Service.<sup>65</sup> The Cedar City District recreation and fire dispatch crews then occupied the building, the latter of whom placed several small, temporary buildings just to the south for use as offices.<sup>66</sup> Minor modifications were made to the buildings and site to accommodate changes in use. In 1992, the gas pumps and underground fuel tanks outside the Gasoline and Oil House were removed.<sup>67</sup> At some point between 1992 and 2004, the BLM also erected a Tack Shed between the Seed Shed and Horse Shed on the south edge of the site. In 2004, the Forest Service permanently closed and locked the original west gate to the site and installed a new gate in the south fence just east of the Utility Building due to the hazards of increasing traffic on Main Street. And in about 2008, a row of portable steel storage units was installed along the eastern edge of the site, just north of the corrals.

Today, of the three original buildings on site, only the Automotive Repair Shop is actively used; the Utility Building and the Gasoline and Oil House are used for

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<sup>62</sup> Interview with Dale Peterson, Head Mechanic (ret.), WCF Repair Shop, 8 April 2009, and interview with Marian Jacklin, Archaeologist, Dixie National Forest, 6 April 2009.

<sup>63</sup> Interview with Peterson, 8 April 2009.

<sup>64</sup> Ibid.

<sup>65</sup> In 1986, the BLM constructed a new office and warehouse about a mile to the north and then gradually moved most of its operations to that facility.

<sup>66</sup> Interview with Jacklin, 6 April 2009. The buildings are labeled Fire Dispatch Office 1 and 2 on the site map; they are scheduled for removal.

<sup>67</sup> Ibid. and "Real Property Records224 – Cedar City Administrative Site," Bureau of Land Management, Cedar City Field Office files.

storage only, and largely of unwanted materials in lieu of disposal. The BLM continues to use the newer buildings on the east end of the site in support of its Wild Horse and Burro Program. However, a bill drafted in 2001 authorized the Secretary of Agriculture “to sell or exchange all or part of certain administrative sites and other National Forest System Lands in the State of Utah and to use the proceeds derived therefrom for national forest purposes.” The itemized list included the “Working Capital Fund Shop” in Cedar City. Since the bill was passed, the Dixie National Forest has continued to maintain the buildings but with the goal of decommissioning them either by selling the site or demolishing the buildings and building a new interagency office on the land.<sup>68</sup> Either undertaking would constitute an adverse effect, thus, per Section 106 of the National Historic Preservation Act, the Dixie National Forest initiated consultation with the Utah State Historic Preservation Office and the Advisory Council on Historic Preservation. The parties have not yet identified all mitigation measures but they agreed that the site must be recorded to HABS Level I standards, resulting in this documentation project.

#### SOURCES OF INFORMATION

A. Architectural Drawings:

USDA Forest Service, Region 4 map file (Ogden, UT):

USDA Forest Service, Automotive Central Repair Shop, Cedar City, Site Plan Showing Sewage Disposal Plan, Sewage System “C” and Water System “H,” April 28, 1939 (1 sheet). A reduced copy of the drawing is included with this report as Supplemental Material, Figure 2.

USDA Forest Service, Improvement Plan (Site Plan), Automotive Central Repair Shop, Cedar City, May 1, 1939 (1 sheet). A reduced copy of the drawing is included with this report as Supplemental Material, Figure 1.

USDA Forest Service, R4 Plan 39CAA, Automotive Central Repair Shop, Cedar City, Utah “A”; May 1-2, 1939 (4 sheets). Reduced copies of Sheets 1 and 2 are included with this report as Supplemental Material, Figures 3 and 4.

USDA Forest Service, Automotive Central Repair Shop Details & Heating Plant Plan: Sheets 3, 4, and 5 of 6, July 6-7, 1939. (Sheets 1 and 2 are missing but were located at the BLM’s Cedar City Field Office, see

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<sup>68</sup> “Dixie National Forest Facility Master Plan,” 30 September 2003, USDA Forest Service, Dixie National Forest files.

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below; Sheet 6 is also missing but a note on Sheet 5 indicates that it only contained information relating to the heating installation for the Salt Lake City shop). Reduced copies of Sheets 4 and 5 are included with this report as Supplemental Material, Figures 7 and 8.

USDA Forest Service, Door Elevation & Cast Iron Bolted Wheel Guard Detail (2 small drawings photocopied onto 11x17 paper), no date (ca. September 1939).

USDA Forest Service, Betterment Work, Automotive Central Repair Shop, Cedar City, Utah, January 9, 1942 (1 sheet). A reduced copy of the drawing is included with this report as Supplemental Material, Figure 13.

USDA Forest Service, Revised – Improvement Plan, Automotive Central Repair Shop, Cedar City, Utah, June 1942 (1 sheet). A reduced copy of the drawing is included with this report as Supplemental Material, Figure 12.

USDA Forest Service, Roof and Enclosure for Coal Dock, June 6, 1942 (1 sheet). A reduced copy of the drawing is included with this report as Supplemental Material, Figure 14.

USDA Forest Service, Site Plan, WCF Shop, Site No. 5605, January 24, 1990 (1 sheet).

USDA Forest Service, R4 Plan 39LL, Utility Building "B," April 27, 1939 (2 sheets). Reduced copies of Sheets 1 and 2 are included with this report as Supplemental Material, Figures 9 and 10.

USDA Forest Service, R4 Plan 95A, Gasoline and Oil House, February 5-6, 1935 (3 sheets). A reduced copy of Sheet 1 is included with this report as Supplemental Material, Figure 11.

Dixie National Forest (Cedar City, UT)

Dixie National Forest, Forest Service Shop (site plan), February 27, 1978.

Dixie National Forest, Forest Service Shop (site plan annotated with building dimensions and users), February 27, 1978, signed by representatives of Forest Service and BLM on March 15, 1979 (1 sheet).

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Dixie National Forest, WCF Shop, Site No. 5605 (site plan with topography), January 24, 1990 (1 sheet).

Dixie National Forest, Cedar City WCF Shop Fuel Tank Removal Project, Existing Site Plan, January 13, 1992 (Sheet 2 of 2, Sheet 1 missing).

Bureau of Land Management, Cedar City Field Office (Cedar City, UT):

USDA Forest Service, Automotive Central Repair Shop plans and details, July 7, 1939 (Sheets 1-3 of 6. Sheets 4, 5, and 6 are missing but Sheets 4 and 5 can be found in the USDA Forest Service Region 4 files, see above). Reduced copies of Sheets 1 and 2 are included with this report as Supplemental Material, Figures 5 and 6.

Bureau of Land Management, Cedar City Office Dist. No. 4 Improvement Plans: "Dist. Office Site Design" (1 sheet), "Buildings and Utilities" (2 sheets), "Buildings and Topography" (1 sheet), August 5, 1963.

Bureau of Land Management, Cedar City Warehouse, Relocate, Repair and Maintenance: "Plot Plan and Location Map," "Plans, Sections and Details," September 15, 1964 (2 sheets).

B. Early Views:

Dixie National Forest, Supervisor's Office files (Cedar City UT):

ca. 1939, four black and white prints of site and buildings in "Improvement Plans" album. Views of Automotive Repair Shop (south, west, and north sides), Utility Building (south side), Gasoline and Oil House (south and west sides), and a Hose Winding Shed (south side) in winter. All images are included with this report as Supplemental Material, Figures 15-18.

Bureau of Land Management, Cedar City Field Office (Cedar City UT):

Undated (ca. 1942) black and white prints of the Automotive Repair Shop (interior and west exterior side), the Utility Building in its original location (south and west exterior sides), and the Gasoline and Oil House (south and west sides). Selected images are included with this report as Supplemental Material, Figures 19 and 20.

August 1965: Black and white prints of site and buildings after flood, including Automotive Repair Shop interior and east exterior, also general

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site view looking west. Selected images are included with this report as Supplemental Material, Figures 22 and 23.

Real Property Records, Site 224: Cedar City Administrative Site. Undated black and white prints (ca. 1965) of site (looking east), Automotive Repair Shop (south and west sides), Utility Building (east and south sides), Gasoline and Oil House (south and east sides). Selected images are included with this report as Supplemental Material, Figures 24-27.

George Lee Nichols Collection, MS 78, Special Collections, Stewart Library, Weber State University (Ogden UT):

Undated (ca. 1939-1942) black and white prints of the Automotive Repair Shop (interior, south and west exterior sides), the Utility Building in its original location (south and west exterior sides), and the Gasoline and Oil House (south and west sides). These appear to be unused prints taken at the same time as the ca. 1939 prints in the "Improvement Plans" album, Dixie National Forest, and the ca. 1942 prints in the BLM files (see above).

May 1960: Two black and white prints of the Automotive Central Repair Shop site taken from the west side of Main Street, presumably taken by Nichols after his retirement while passing through Cedar City. Photographs show the north side of the Automotive Repair Shop and the north and west sides of Utility Building "B," the Gasoline and Oil House, and the non-extant Hose Winding Shed. One image is included with this report as Supplemental Material, Figure 21.

C. Interviews:

Marian Jacklin, Archaeologist, Dixie National Forest, 6 April 2009. Interviewed on site. Workplace at Dixie National Forest, 1789 North Wedgewood Lane, Cedar City UT 84721.

Dale Peterson, Head Mechanic, Working Capital Fund Repair Shop (1963-1996), 8 April 8 2009. Interviewed on site. Residence at 642 S. Sunset Dr., Cedar City UT 84720.

D. Bibliography:

1. Primary and unpublished sources:

Bureau of Land Management, Cedar City Field Office files (containing memoranda, correspondence, building inventories, photographs, and site plans relating to the site from the 1960s-70s).

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George L. Nichols Architectural/Mechanical Drawings Collections. MS 133. Special Collections, Stewart Library, Weber State University, Ogden, Utah.

George Lee Nichols Collection. MS 78. Special Collections, Stewart Library, Weber State University, Ogden, Utah. Includes journals from 1939 to 1956 (Box 2, Folders 21-22; Box 3, Folders 1-9; and Box 4, Folder 1-7) and scrapbooks of photographs depicting many of his projects (Boxes 7-9).

Kreizenbeck, George E. Statement prepared for the History Archives of the Boise National Forest. Boise, Idaho, December 1975.

Iron County Records.

Title Abstracts.  
Building Permits.  
Land Records (Mayor's Deed and Quit Claim Deed).

USDA Forest Service, Dixie National Forest files (containing memoranda, correspondence, land records, building inventories, photographs, improvement plans, site plans, and architectural drawings relating to the site primarily from 1939-43 and 1972-present).

6440 Real Property, Space Management files.  
5420 Purchases and Donations files.  
Cultural Resources (Archaeology) files.  
Engineering files.  
Map files.

USDA Forest Service, Region 4 files:

Lands Office files.  
Regional Architectural Historian files.

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Deseret News, "Dixie Forest Office in New Building," July 20, 1963.

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Iron County Record

“City Deeds Property to Government for Shop Purposes,”  
February 16, 1939.  
“Forest Service Will Call for Bids on Repair Shops,” April 20,  
1939.  
“Plans and Specifications for CCC Shop Mailed,” May 11, 1939.  
“Contract for CCC Central Shops Not Awarded,” June 1, 1939.  
“Order Received to Commence Work on CCC Repair Shops,” July  
27, 1939.  
“Work Started on CCC Regional Repair Shops,” August 3, 1939.  
“Request Made to have Local CCC Repair Shop Opened,” March  
14, 1940.  
“CCC Repair Shops to be Reopened,” May 16, 1940.  
“C.C.C. Central Repair Shop to Open Soon,” August 15, 1940.  
“Central Repair Shops to Open in September,” August 22, 1940.  
“CCC Training Camp to be Constructed at Cedar City,” June 26,  
1941.  
“CCC Repair Shops to be Transferred to Army,” April 23, 1942.  
“CCC Repair Shop to be Transferred to Army Soon,” May 7, 1942.  
“Local CCC Repair Shop Transferred to War Department,” June  
25, 1942.  
“Fifty Men Employed at Army Repair Shop in Cedar,” August 6,  
1942.  
“Officer Denies Rumor that Army Shops Will Close,” September  
17, 1942.  
“Repairs Being Made at Local Army Shops,” October 8, 1942.  
“New Building Construction Changes Appearance of  
Community,” July 25, 1963.  
“Cloudburst Caused Floods Wreck Havoc in BLM Yards, City  
Cemetery, Golf Course,” August 19, 1965.

Parowan Times, “C.C.C. Central Repair Shops to Open Soon,” August 30,  
1940.

Pittsburgh Post-Gazette, “Army’s Ninth Corps to Move: Headquarters  
Shifted to Salt Lake City,” December 20, 1941.

Spokane Daily Chronicle, “Salt Lake City Gets Ninth Corps Offices,”  
December 19, 1941.

2. Secondary and published sources:



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Wilson, Richa. Splitting Raindrops: Administrative Facilities of the Dixie National Forest, 1902-1955. Ogden, UT: USDA Forest Service, Intermountain Region, 2004.

Wilson, Richa. Within a Day's Ride: Forest Service Administrative Sites in Region 4, 1891-1960. Ogden, UT: USDA Forest Service, Intermountain Region, 2004.

Wirth, Conrad L. Parks, Politics, and the People. Norman, OK: University of Oklahoma Press, 1980.

E. Likely Sources Not Yet Investigated:

Records documenting the rationale, planning process, construction, and administration of the four CCC Automotive Central Repair Shops in the Intermountain Region may be located in the National Archives and Records Service (NARS) in Washington, DC, and also in the Regional Record Center in Denver.

Record Group (RG) 35, which contains records of the CCC, may provide pertinent information. In particular, RG 35.3.6, "Records of the Automotive and Priorities Division," should prove useful, particularly in understanding the national scope of the repair shop plan, the number and locations of the shops, the context of the Cedar City shop in relation to others in the region and nation, etc. It contains the following: "Correspondence, 1935-43;" "Records relating to the Central Motor Repair Divisions and Shops, 1938-40;" and "Reports of inspection trips, 1937-39."

RG 95, which contains USDA Forest Service records, may provide additional information, particularly RG 95.8, "Records of Operating Units Responsible for Civilian Conservation Corps (CCC) Activities 1933-42."

RG 49, which contains Bureau of Land Management records, may also provide additional information, particularly RG 49.6, "Records of the Grazing Service." and RG 49.14.8, "Records of Utah district offices."

F. Supplemental Material:

Figures 1-14: Historic site plans, building plans and elevations.

Figures 15-27: Historic photographs, ca. 1939, 1942, 1960, and 1965.

PROJECT INFORMATION

This project was completed by a team of private contractors at the request of the USDA Forest Service, Intermountain Region (Region 4), and the Dixie National Forest, in consultation with the Utah State Historic Preservation Office. The project partially fulfills mitigation requirements for the site, which was deemed historically significant but which is soon to be sold out of the Forest Service. The contract was awarded to ajc architects of Salt Lake City under an indefinite delivery/indefinite quantity contract between Region 4 and the firm. The team coordinator was Anne Oliver, a historic preservation consultant with Oliver Conservation Group (Salt Lake City) and subcontractor to ajc. Ms. Oliver was also the project historian, and was responsible for all aspects of the historical report; she would like to thank Marian “Omar” Jacklin, Archaeologist with the Dixie National Forest, and Richa Wilson, Architectural Historian with Region 4, for their diligent research in Forest Service archives and their knowledgeable assistance. Matt Wallace, Intern Architect with ajc architects, was responsible for the architectural measured drawings and completed all fieldwork and final drawings with the assistance of Oliver Smith Callis, Draftsman. The photography was produced by Steve Tregeagle Photography (Salt Lake City), a subcontractor to ajc, under the direction of Steve Tregeagle and with the assistance of Heath Brown.

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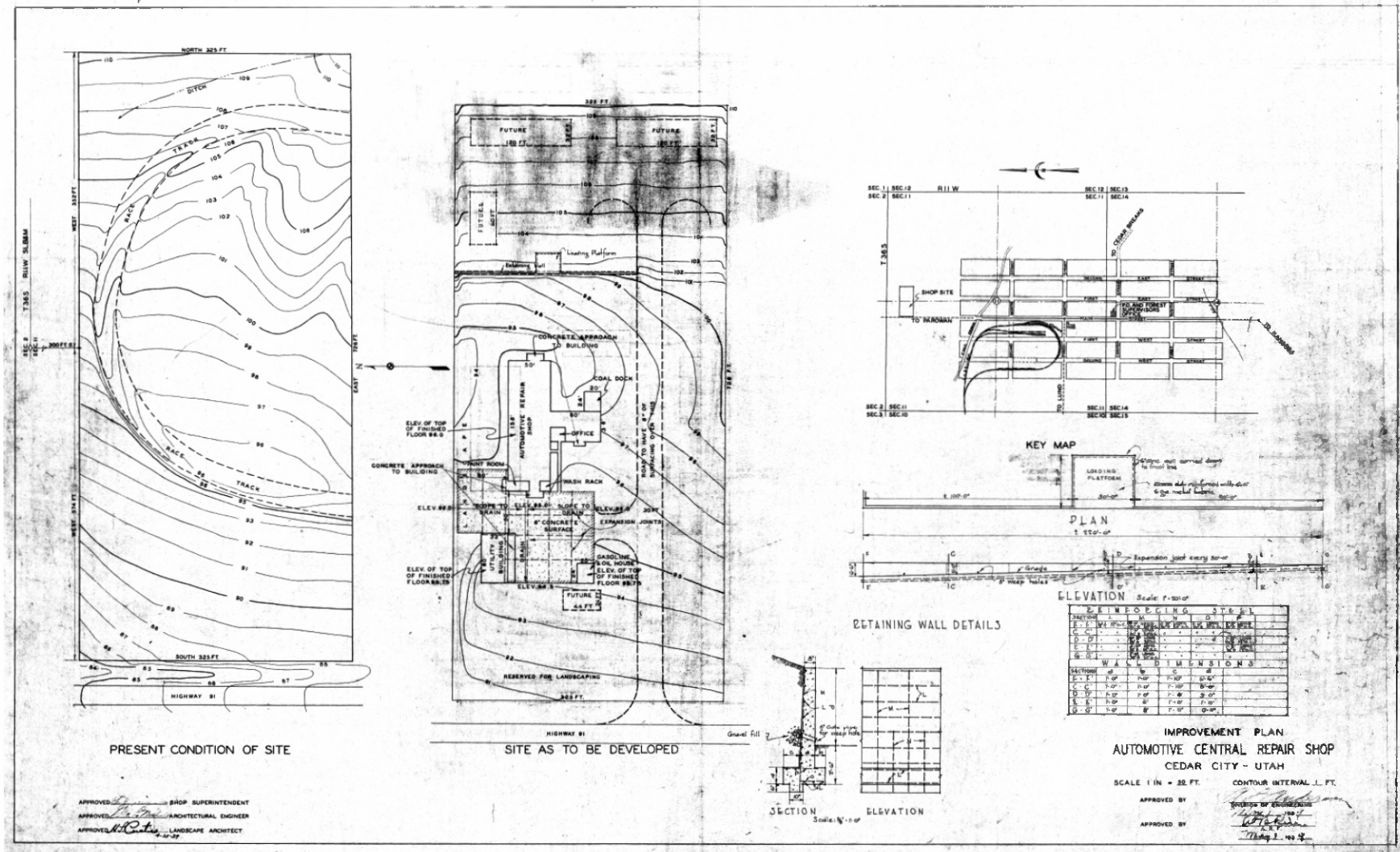


Figure 1. USDA Forest Service, Improvement Plan (Site Plan), Automotive Central Repair Shop, Cedar City, May 1, 1939 (Sheet 1 of 1). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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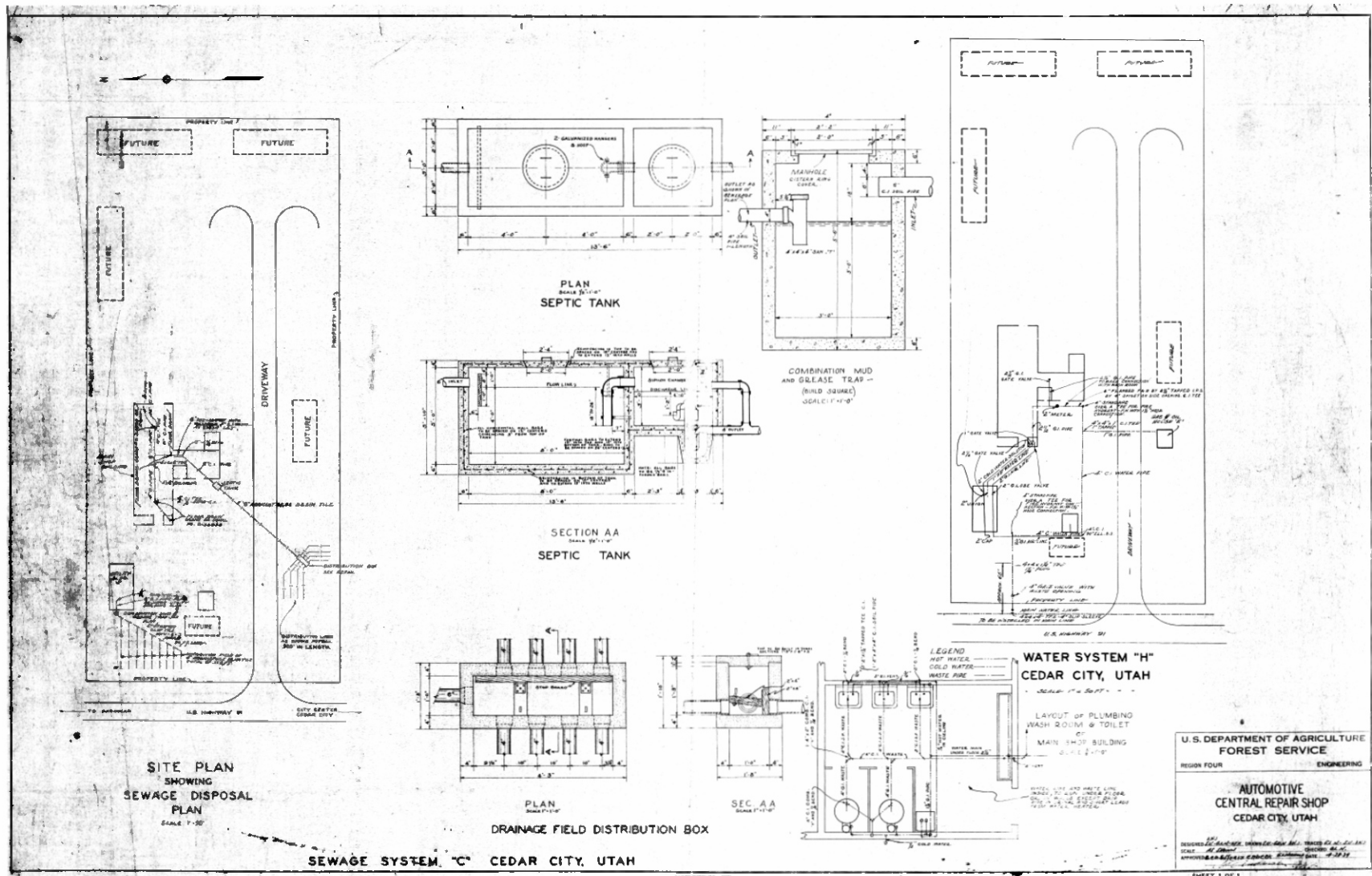


Figure 2. USDA Forest Service, Automotive Central Repair Shop, Cedar City, Site Plan Showing Sewage Disposal Plan, Sewage System "C" and Water System "H," April 28, 1939 (Sheet 1 of 1). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).



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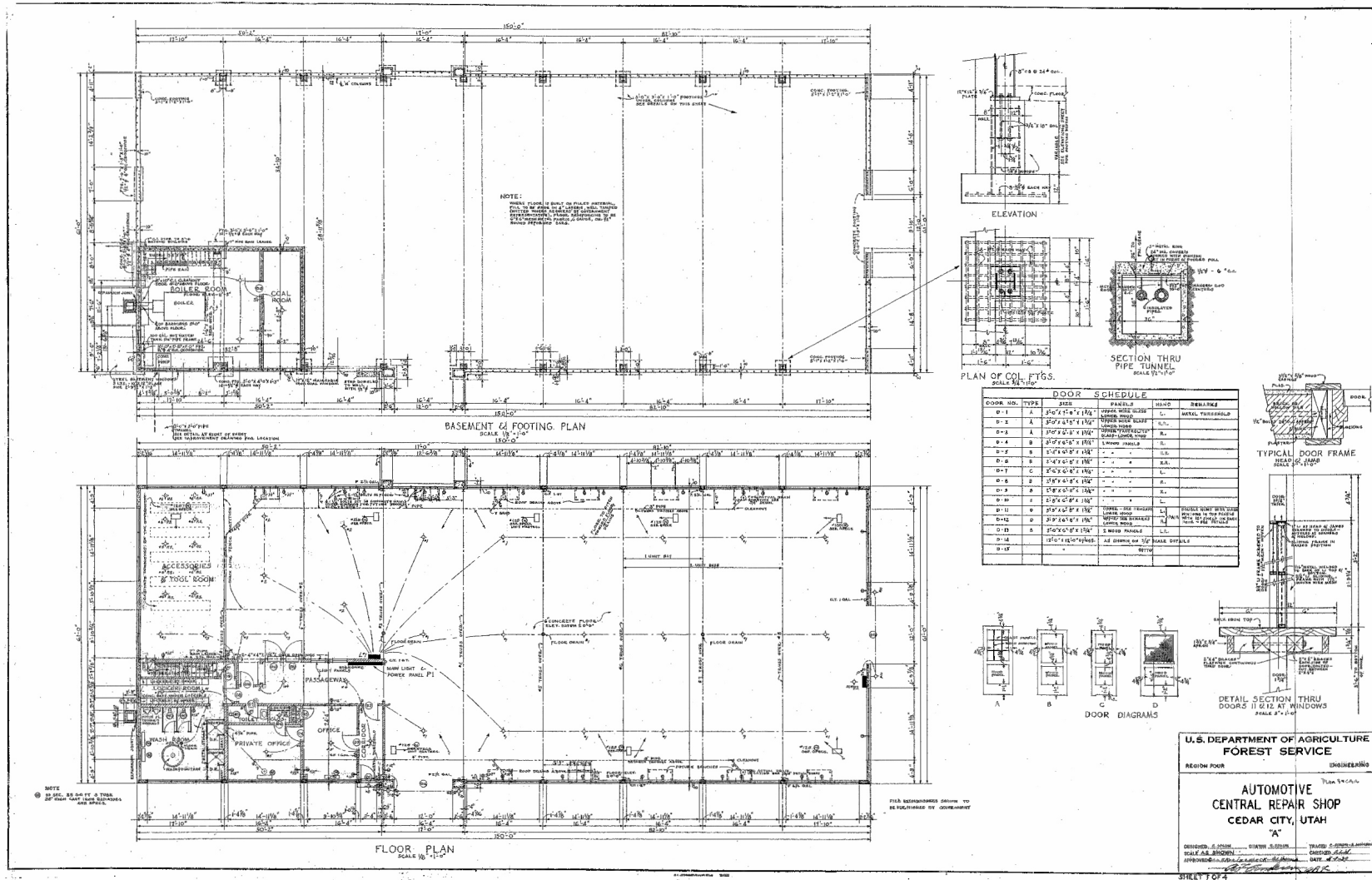


Figure 3. USDA Forest Service, R4 Plan 39CAA, Automotive Central Repair Shop, Cedar City, Utah "A"; May 1, 1939 (Sheet 1 of 4). This version of the design was not built. Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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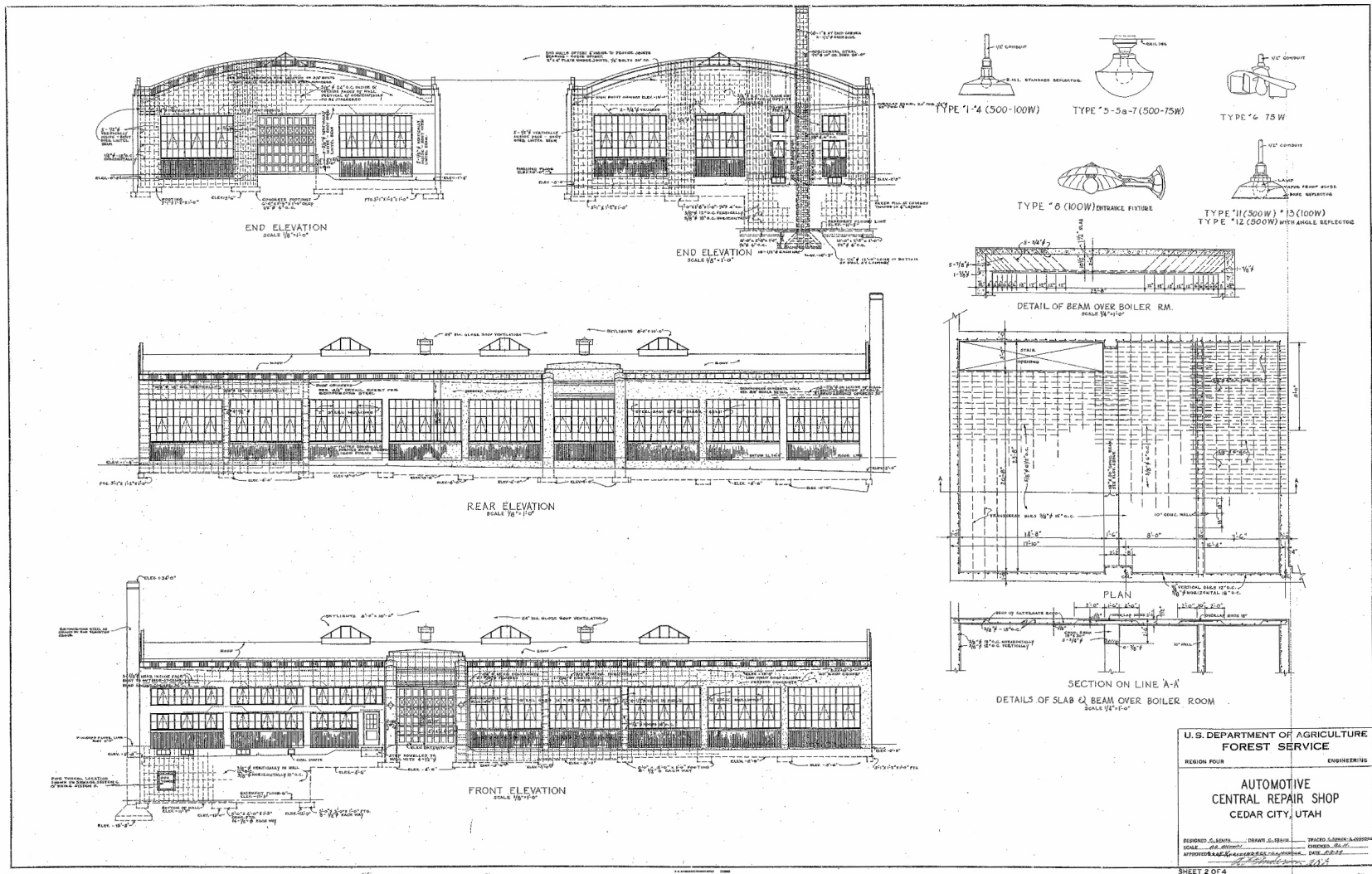


Figure 4. USDA Forest Service, R4 Plan 39CAA, Automotive Central Repair Shop, Cedar City, Utah "A"; May 2, 1939 (Sheet 2 of 4). This version of the design was not built. Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).



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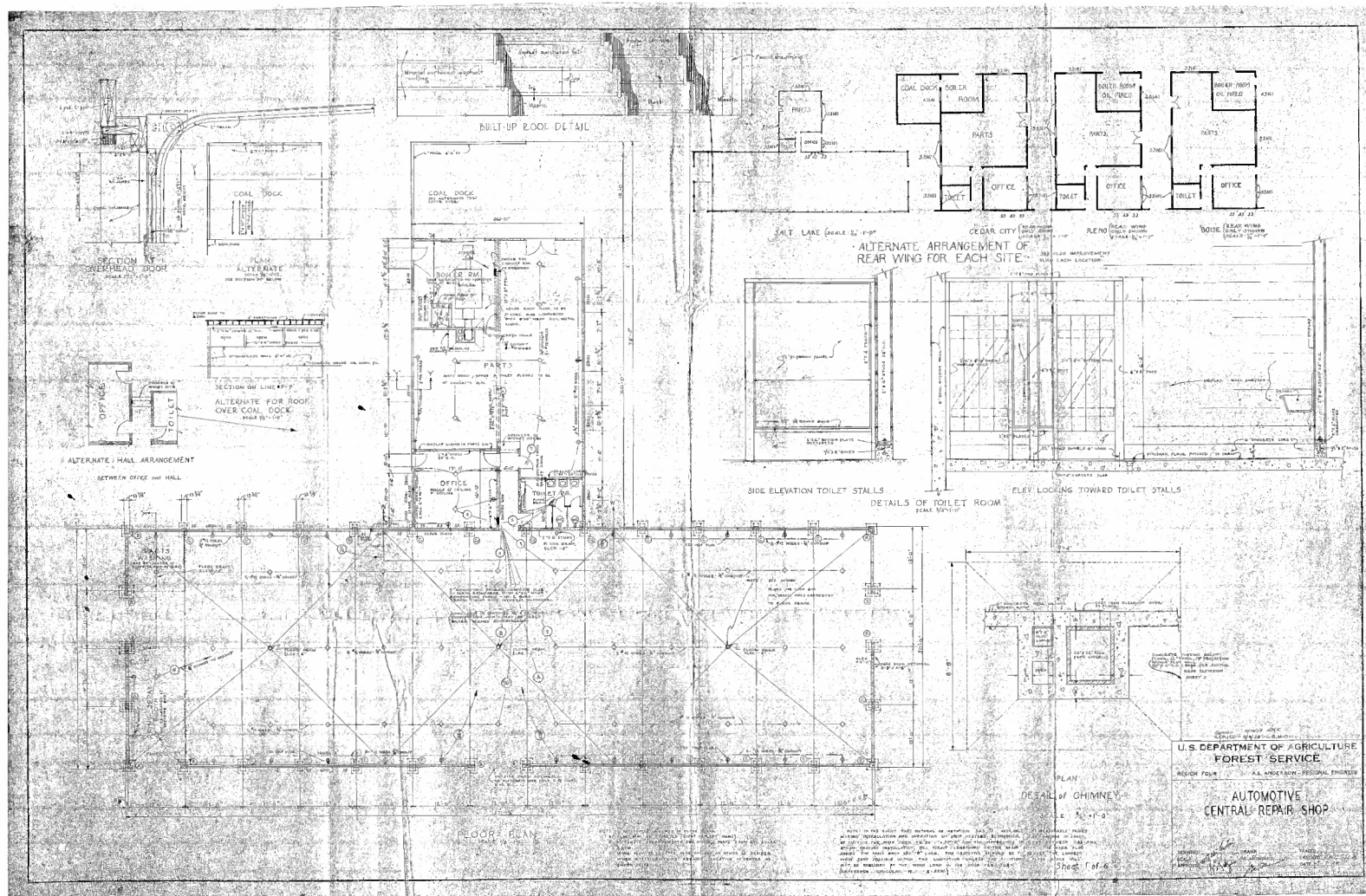


Figure 5. USDA Forest Service, Automotive Central Repair Shop plans and details, July 7, 1939 (Sheet 1 of 6). Reduced copy of the drawing from Bureau of Land Management, Cedar City Field Office files (Cedar City, UT).



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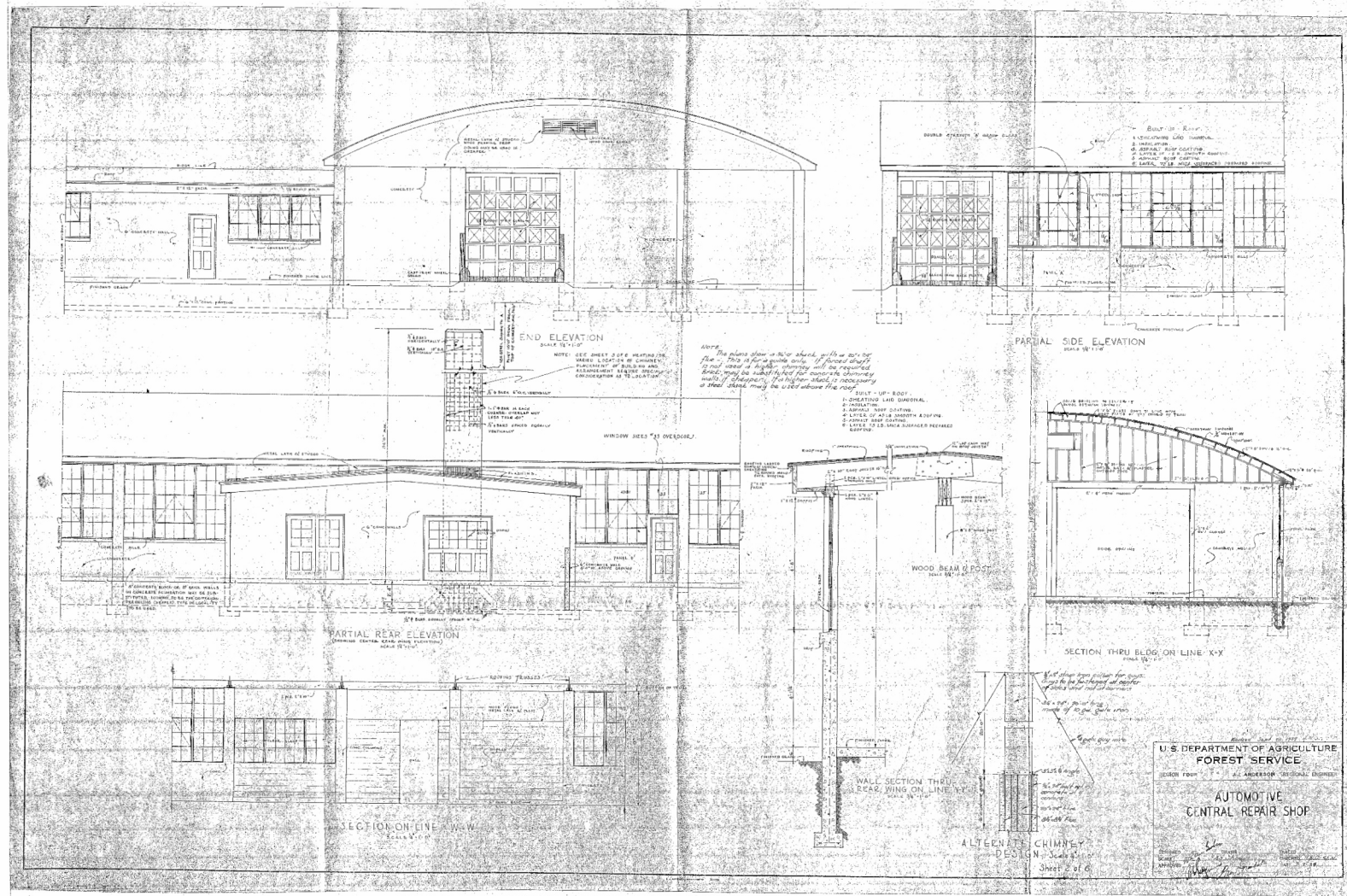


Figure 6. USDA Forest Service, Automotive Central Repair Shop plans and details, July 7, 1939 (Sheet 2 of 6). Reduced copy of the drawing from Bureau of Land Management, Cedar City Field Office files (Cedar City, UT).

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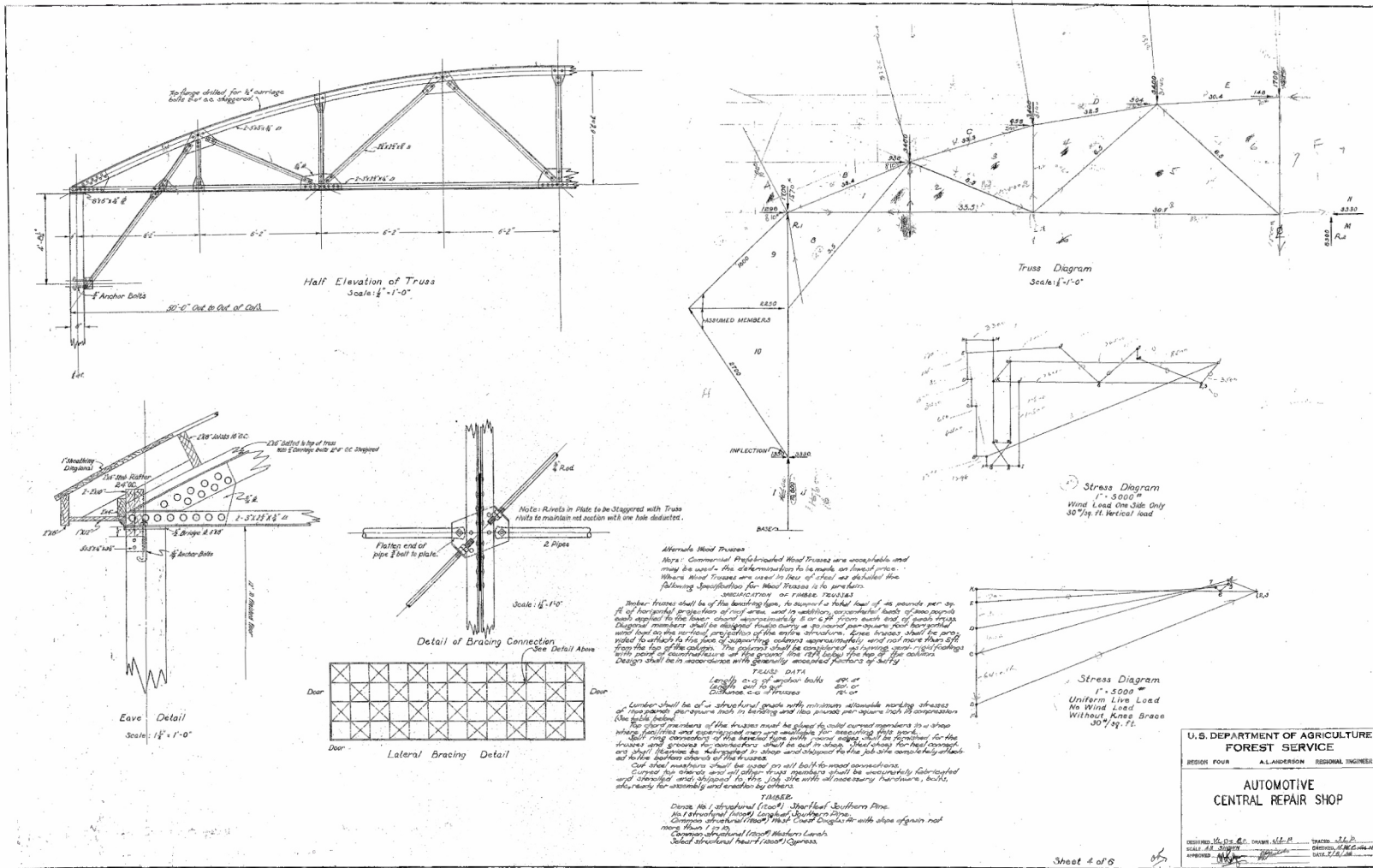


Figure 7. USDA Forest Service, Automotive Central Repair Shop plans and details, July 6, 1939 (Sheet 4 of 6). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).



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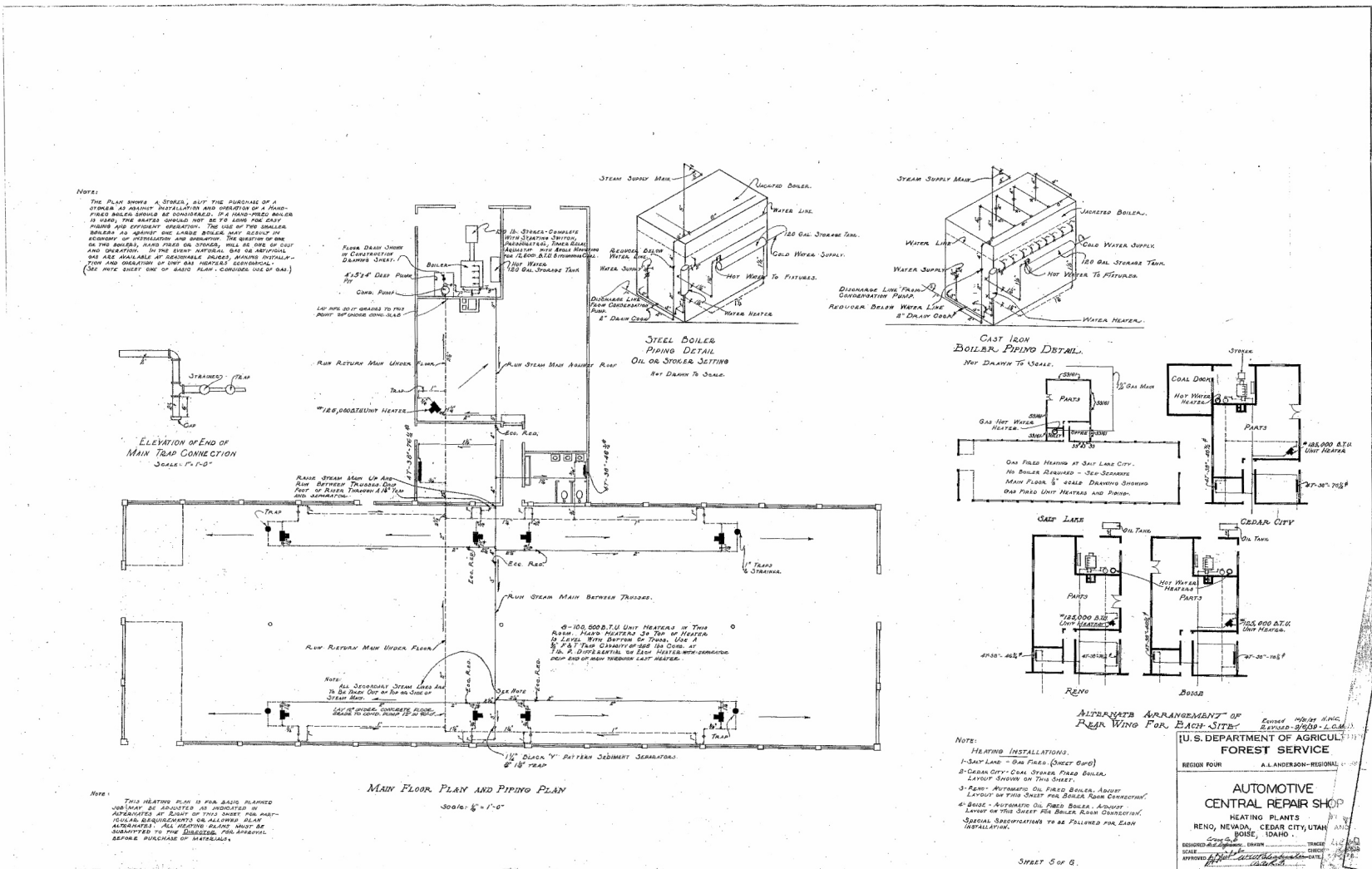


Figure 8. USDA Forest Service, Automotive Central Repair Shop plans and details, July 7, 1939 (Sheet 5 of 6). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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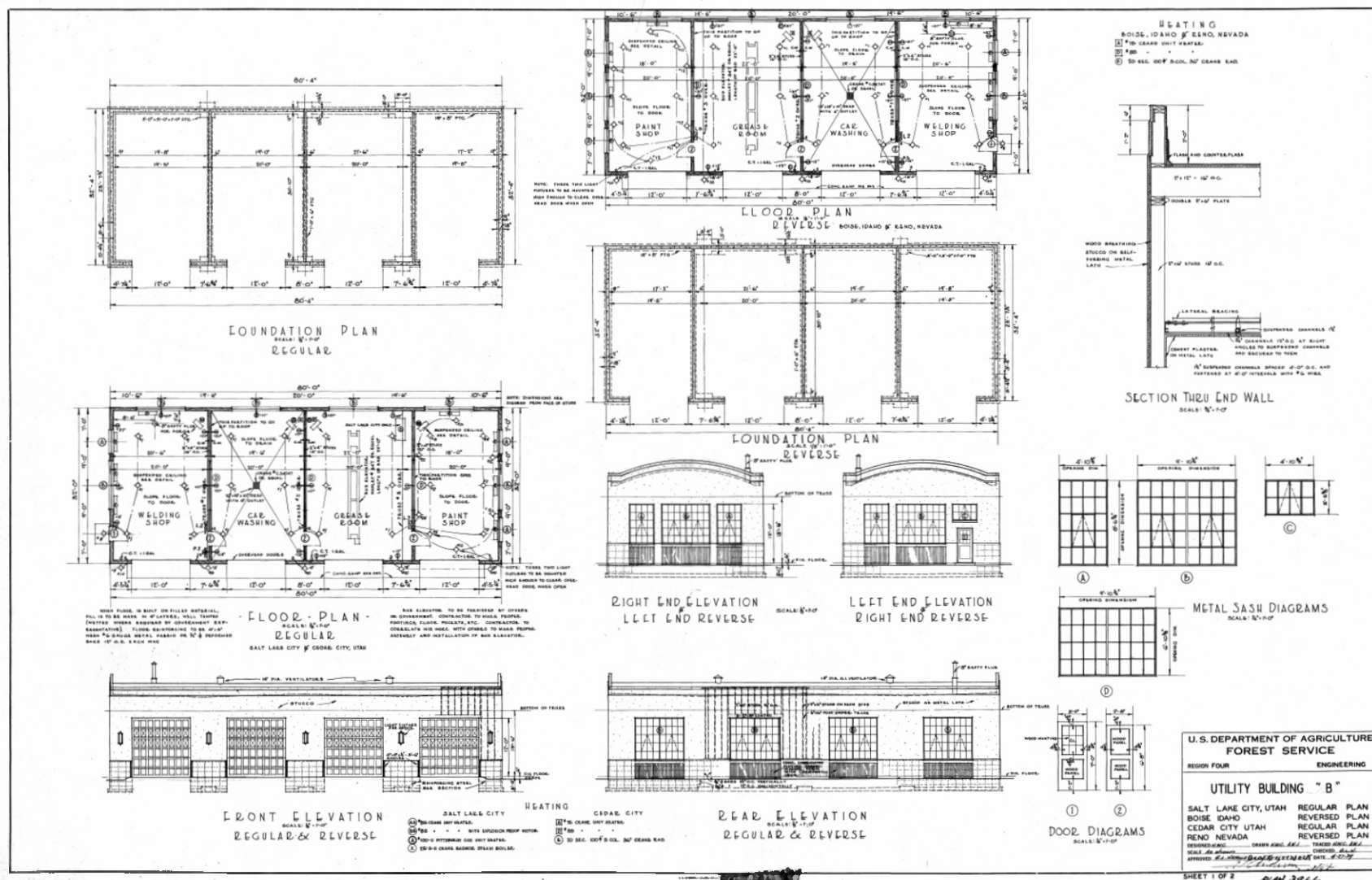


Figure 9. USDA Forest Service, R4 Plan 39LL, Utility Building "B," April 27, 1939 (Sheet 1 of 2). A simplified version of this design was built. Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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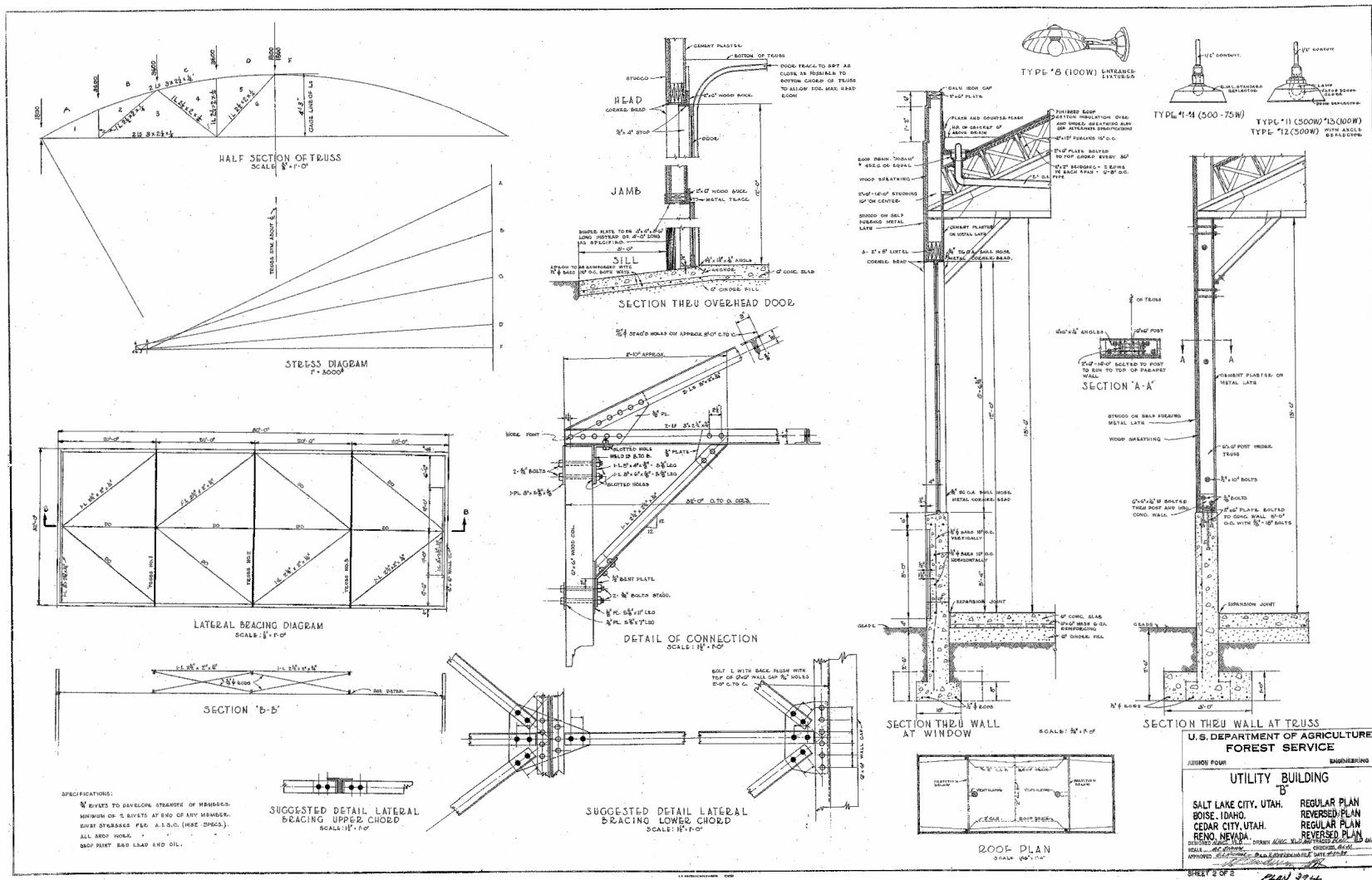


Figure 10. USDA Forest Service, R4 Plan 39LL, Utility Building "B," April 27, 1939 (Sheet 2 of 2). A simplified version of this design was built. Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).



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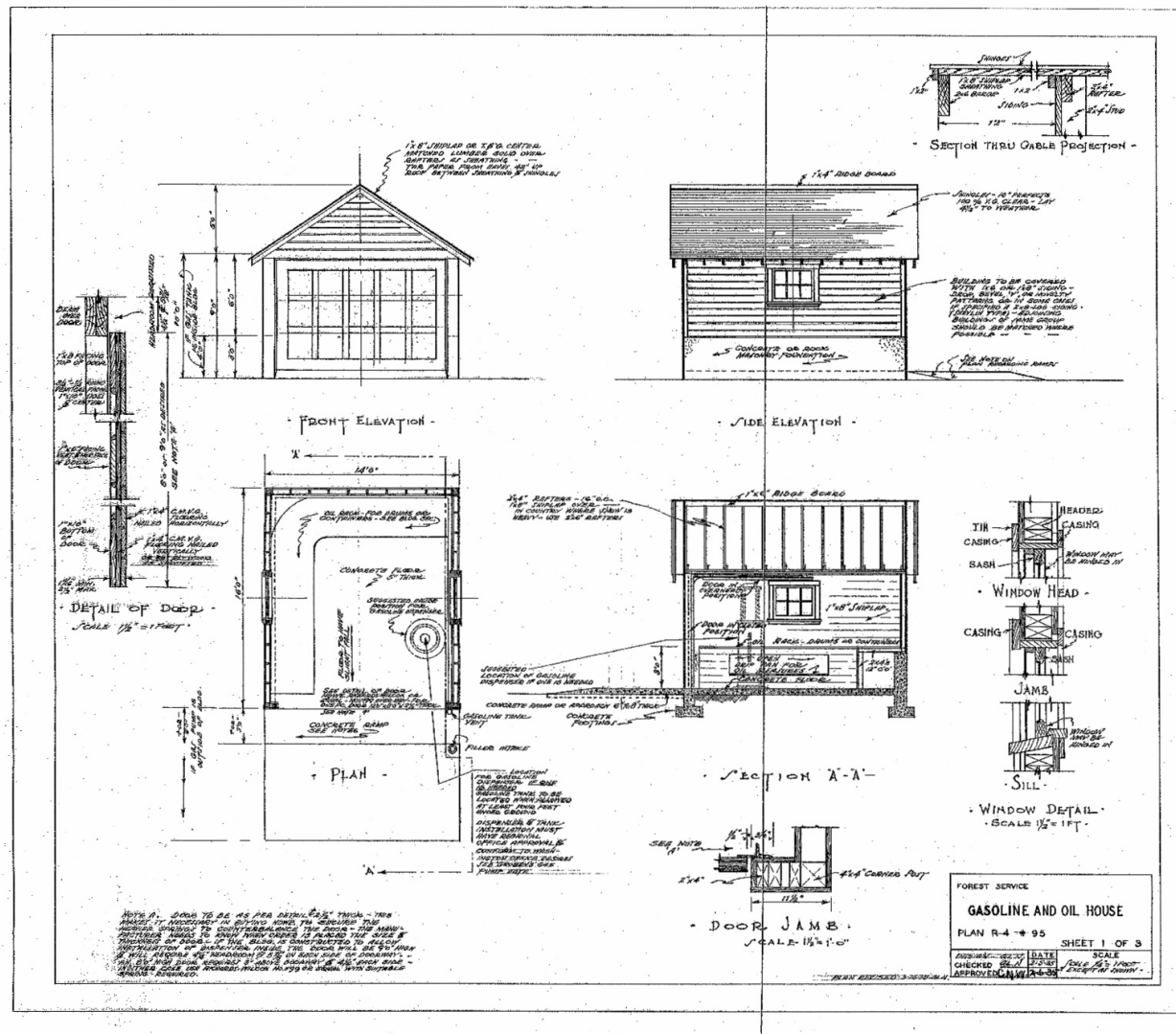


Figure 11. USDA Forest Service, R4 Plan 95A, Gasoline and Oil House, February 6, 1935 (Sheet 1 of 3). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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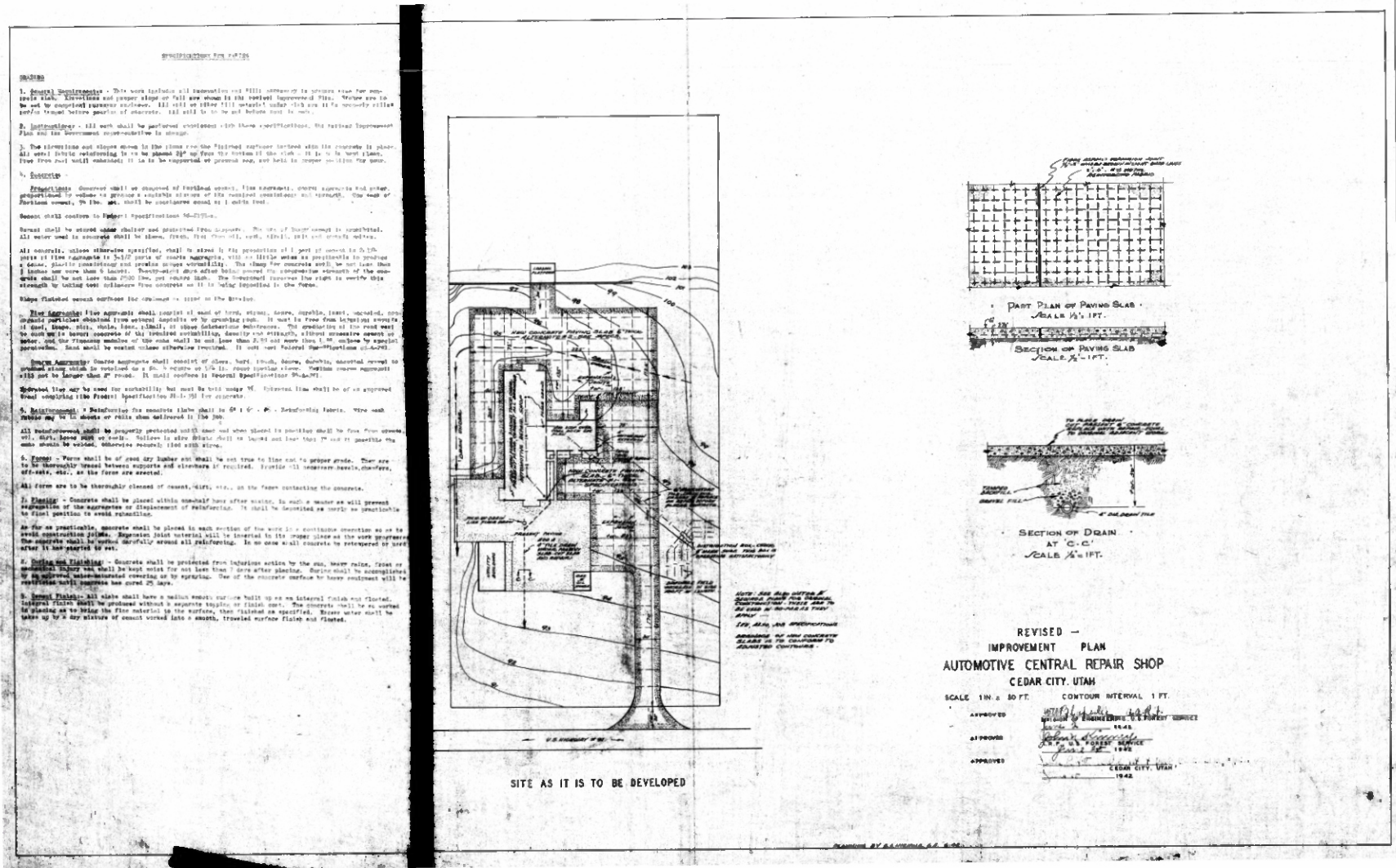


Figure 12. USDA Forest Service, Revised – Improvement Plan, Automotive Central Repair Shop, Cedar City, Utah, June 1942 (Sheet 1 of 1). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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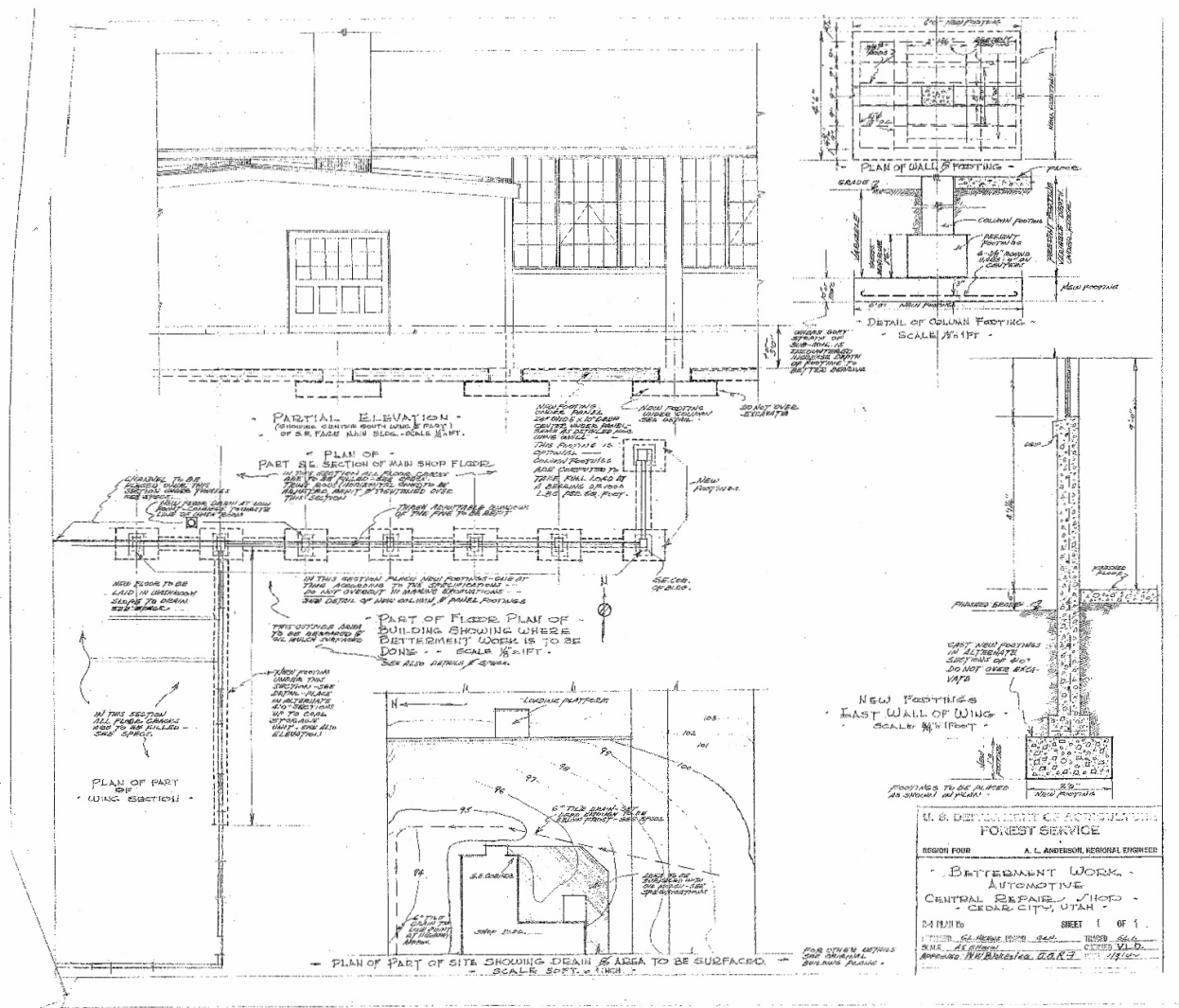


Figure 13. USDA Forest Service, Betterment Work, Automotive Central Repair Shop, Cedar City, Utah, January 9, 1942 (Sheet 1 of 1). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).



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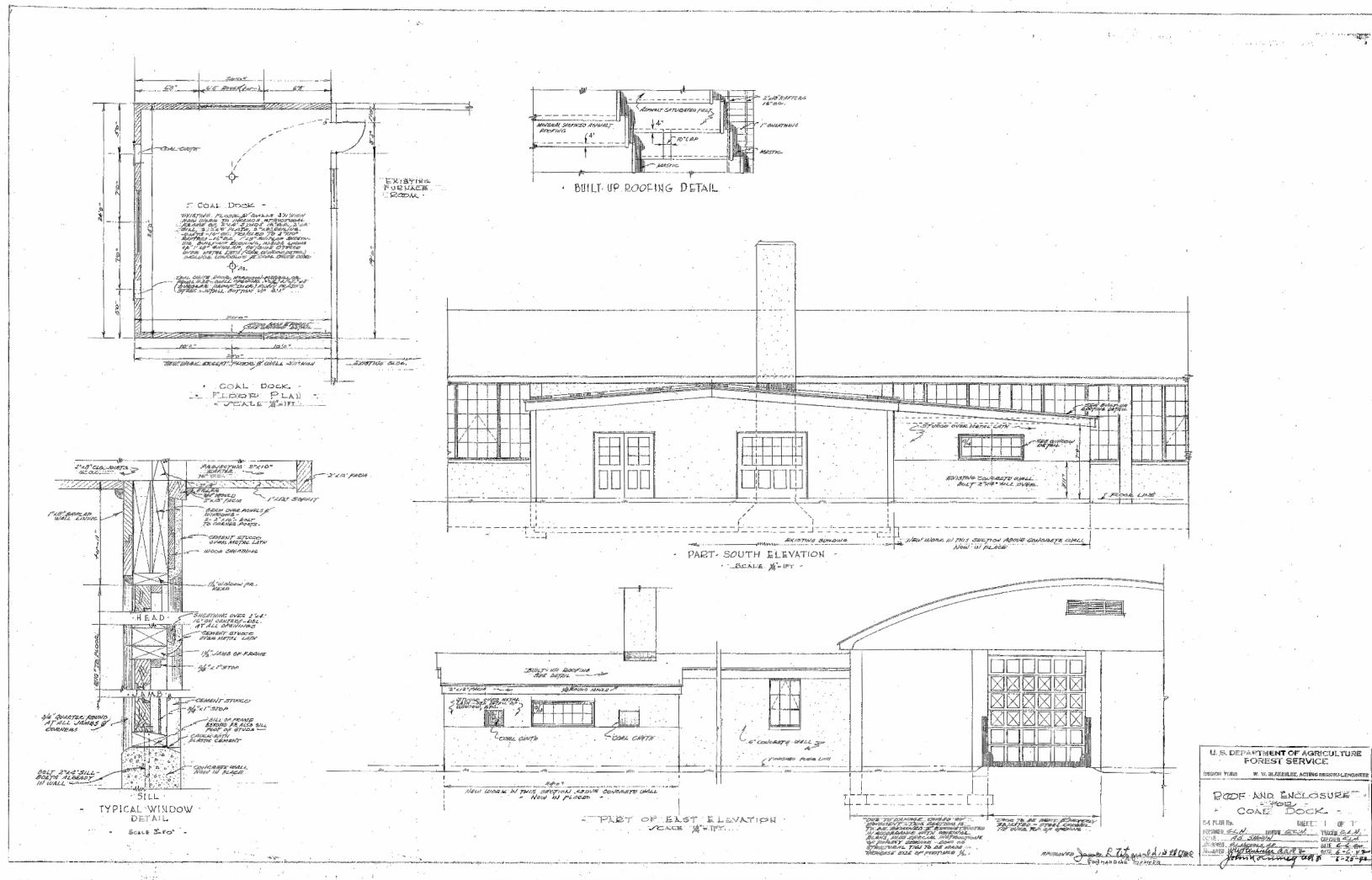


Figure 14. USDA Forest Service, Roof and Enclosure for Coal Dock, June 6, 1942 (Sheet 1 of 1). Reduced copy of the drawing from USDA Forest Service, Region 4 map file (Ogden, UT).

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Figure 15. View of (left to right) a Hose Winding Shed (south side), Utility Building (west and south sides), Gasoline and Oil House (west and south sides), and Automotive Repair Shop (west and south sides) in winter, ca. 1939. From "Improvement Plans" album, Dixie National Forest Supervisor's Office files (Cedar City UT).



Figure 16. View of Automotive Repair Shop (west and south sides) in winter, ca. 1939. From "Improvement Plans" album, Dixie National Forest Supervisor's Office files (Cedar City UT).

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Figure 17. View of Automotive Repair Shop (north and west sides) in winter, ca. 1939. From "Improvement Plans" album, Dixie National Forest Supervisor's Office files (Cedar City UT).



Figure 18. View of Utility Building "B" (south side) in its original location in winter, ca. 1939. From "Improvement Plans" album, Dixie National Forest Supervisor's Office files (Cedar City UT).

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Figure 19. View of Automotive Repair Shop (west side), ca. 1942. From Bureau of Land Management, Cedar City Field Office files (Cedar City UT).



Figure 20. View of Automotive Repair Shop interior (facing east), ca. 1942. From Bureau of Land Management, Cedar City Field Office files (Cedar City UT).

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Figure 21. View of the Automotive Repair Shop (north side), Utility Building “B” (north and west sides) in its original location, a non-extant hose winding shed, and the Gasoline and Oil House, facing southeast, 1960. From George Lee Nichols Collection, MS 78, Stewart Library Special Collections, Weber State University (Ogden, Utah).

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Looking at the east end of the main building, Cedar City District BLM. Picture shows the high water line on the building and mud and debris that was brought in by the flood.



Looking west along the flood course. This picture shows a portion of the chain link fence that was taken out, and also shows the debris deposited within the yards. All of the main building was flooded.

Figure 22. View of (top) Automotive Repair Shop (east side) and (bottom) general site view looking west, with Utility Building "B" in its present location, August 1965. From Bureau of Land Management, Cedar City Field Office files (Cedar City UT).



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High water line along the east wall of the main warehouse-repair shop. The water level was even with the work bench; measuring 30 inches above the floor level.



View of the northwest corner of the building (main repair shop). High waterline measured 30 inches. At least 12" - 18" of mud was left on the shop floor. The air compressor and motor on the left side of the picture was inundated by the flood waters.

Figure 23. View of Automotive Repair Shop interior looking southeast (top) and northwest (bottom) after the flood, August 1965. From Bureau of Land Management, Cedar City Field Office files (Cedar City UT).

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Figure 24. View of Automotive Repair Shop (west and south sides), ca. 1965. From Real Property Records, Bureau of Land Management, Cedar City Field Office files (Cedar City UT).



Figure 25. View of Utility Building "B" (east and north sides) in its present location, ca. 1965. From Real Property Records, Bureau of Land Management, Cedar City Field Office files (Cedar City UT).



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Figure 26. View of Gasoline and Oil House (east and south sides), ca. 1965. From Real Property Records, Bureau of Land Management, Cedar City Field Office files (Cedar City UT).

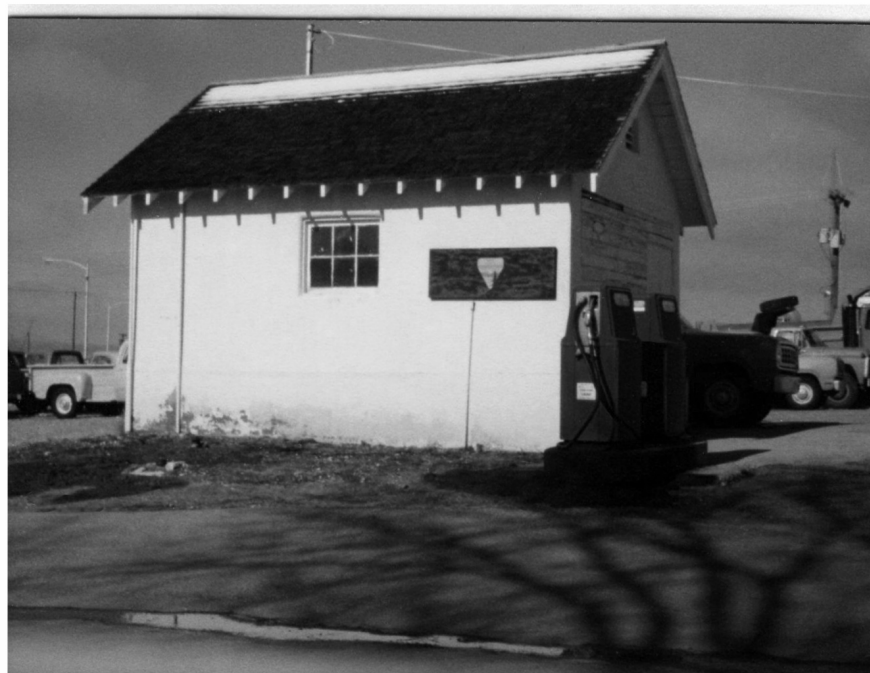


Figure 27. View of Gasoline and Oil House (east and south sides), ca. 1965. From Real Property Records, Bureau of Land Management, Cedar City Field Office files (Cedar City UT).